CYCLE NEWS®

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AMERICA RULES THE WORLD

12TH STRAIGHT FOR TEAM USA IN MX DES NATIONS

THREE IN A ROW FOR RAINEY IN WORLD CHAMPIONSHIP ROAD RACE SERIES

PEGRAM WINS FRESNO MILE; PARKER, CARR REFUSE TO RIDE

TIME DATED MATERIAL MAILED SEPTEMBER 16, 1992

IN THE WIND By Papa Wealey

World Champion **Doug Polen** (Duc) won the first leg of the September 13 Dutch round of the World Championship Superbike Series, but a DNF in the second leg enabled former champ **Raymond Roche** (Duc), who was third both times out, to close to within 16 points of the point standings leader. With three rounds remaining, Polen has 287 points and Roche 271. **Giancarlo Falappa** (Duc) won the second leg at Assen, with **Carl Fogarty** (Duc) finishing second. **Stephane Mertens** (Duc) was second in the first leg, but was out of the running in the rain interrupted second leg.

Californian **Rich Arnaiz** suffered a broken right ankle during the first day of qualifying at Assen. Arnaiz was highsided from his Team Rumi Honda RC30 when the swingarm broke.

Czechoslovakian **Jan Hrehor** (Suz) won round seven of the AMA National Championship Hare Scrambles Series at Millfield, Ohio, September 13. **Scott Plessinger** (KTM) was the runner-up, while **Duane Conner** (Kaw), defending champ **Scott Summers** (Hon) and four-time National Enduro Champion **Terry Cunningham** (Kaw) rounded out the top five.

Defending 540cc class National Champion **Tim Frazier** (BSA) topped that division at the AMA National Championship Hillclimb Series round at Freemansburg, Pennsylvania, September 13. **Scott Everett** (BSA) was second and **Paul Pinsonnault** (Hon) finished third. **Harry Schreiber** (H-D) was the winner in the 800cc class, with **Lou Gerencer Sr.** (H-D) finishing second and **Tom Reiser** (H-D) third.

Ron Commo (Bet) ended the record win streak of National Champion **Ryan Young** (Apr) by scoring the overall victory at round eight of the AMA National Championship Observed Trials Series at Wrentham, Massachusetts, September 12. **Geoff Aaron** (Apr) finished second and Young was third. **Raymond Peters** (Apr) claimed fourth place. Young bounced back to win the final round in Exeter, Rhode Island, the following day. Commo was the runner-up, Aaron was third, and Peters again placed fourth.

Team Motorcyclist Magazine (Hon) won the WERA 24-Hours West, a round of the Vanson/PM National Championship Endurance Series, at Willow Springs International Raceway in Rosamond, California, September 12-13. The winning team consisted of team captain **Randy Renfrow**, Motorcyclist editors **Nick Ienatsch** and **Lance Holst**, and **Robbie Petersen**, **Andy Milton** and **Kent Kunitsugu**. They completed 866 laps (2165 miles) in the 24-hour road race and finished five laps ahead of the runner-up team, **Team Suzuki Endurance** (Suz). **Team Pasta Marin** (Suz) finished third, seven laps behind the second place team.

The September 13 Fresno Mile marked the first race at which Camel Pro Series competitors were required to run **quieter exhaust systems**. While most racers simply added a layer of fiberglass packing to the inside of their boom boxes, a few took a more radical approach. On the Harley-Davidson XR750 of **Jay Springsteen**, the large, single boom box opening was welded shut and in its place was a cluster of four smaller holes. "It looks like a Gatling gun, don't it?" said Springsteen. "I'm gonna shoot 'em all down." The Harley of **Steve Morehead** sported a similar design, only the holes in the bike's boom box varied in size and were threaded. "If it's not quiet enough, we have plugs that we can screw in," explained Morehead. "My tuner **Gary Stolzenburg** really did his homework."

Mike Hale is well on the road to recovery after his practice crash at the September 6 Springfield Mile. Hale suffered a **broken hand** and facial lacerations, but hopes to compete in the October 3 Sacramento Mile. "I don't remember the crash at all, but I guess I highsided into the wall in turn three," said Hale. 'I've been in bed all week because I'm so sore, but I'm expecting to be in shape for Sacramento."

At just under 6000 feet above sea level, Kyalami, the new circuit in South Africa which hosted the final round of the World Championship Road Race Series on September 6, was by far the highest altitude track of the year, with the thin air making life interesting for engineers trying to compensate for the lack of charge density. Teams used special cylinder base gaskets to increase compression, fitted the smallest jets of the year, and had special ignition and exhaust valve chips as well. Even so, the power loss was something around 15 percent and it was enough to make the bikes quite different to ride. Said **Doug Chandler**: "It's the first time all year it doesn't stand on its back wheel. You can pin it in first gear even with the low gearing. But you need to set it up perfect because you have to carry more corner speed to compensate for the lack of acceleration." All agreed that their bikes felt a bit flat, while in practice **Wayne Rainey**, **Juan Garriga** and **Niall Mackenzie** all tried the supposedly less user-friendly pre-droner engine in their Yamahas because the lack of power made that easier to ride as well.

The circuit in **Kyalami** used **air fences** for the third time, but prior to Niall Mackenzie's crash in practice nobody had crashed into one of the new pneumatic progressive-collapse barriers. Following Mackenzie's crash, the other riders were agog with curiosity as to how it had worked, but the Scot was not able to oblige. "I had no idea of where I was or what had happened," he said.

Apparently, **Lucky Strike Suzuki** failed to match the reportedly massive financial offer made to **Doug Chandler** by **Cagiva**, and thus the Californian switched teams. "They didn't even come close," said Chandler, who was happy at Suzuki as well as unexpectedly often faster than teammate **Kevin Schwantz**, and regrets leaving. "Finally, it was money that made up my mind." Chandler's signing with Cagiva set off intense speculation as to who would take his place at Suzuki, with names in the frame including **Kevin Magee**, **Juan Garriga**, **Daryl Beattie**, **Matthew Mladin**, and **Carl Fogarty**.

It is also still unknown as to who Doug Chandler's teammate will be at Cagiva. Reportedly, **Alex Barros** will not be re-signed, and future test rides will be given to Australian's **Peter Goddard** and **Matthew Mladin**.

Yet more speculation concerns the possible return to the 250cc Grand Prix class of **John Kocinski**, who won the title in 1989 but has spent two years falling short of his own expectations in the 500cc class. Kocinski is not saying much, but was rumored to be talking to both Suzuki and Aprilia about a possible 250cc ride; while another line linked him to a factory Yamaha team return next year, with **Kel Carruthers** as technical chief. Kocinski is said to be willing to take a pay cut because he is anxious to rebuild his confidence and reputation. He has always had only contempt for any finishing position other than first place. On the other hand, he had some contempt for 250cc racing after he won the title in '89, dubbing it "the pussy class." But his second 500cc-class victory in South Africa may have persuaded him to stick with the big bikes. In elation after the win, he told his team: "If I don't get a works 500 next year, I'll quit." He might fit the vacant slot at Suzuki, and Cagiva are reported to be interested in him as well.

Daryl Beattie is another name looking for a 500cc slot. Beattie finished on the rostrum in his first 500cc-class GP in Australia this year when filling in for the injured **Wayne Gardner**, but has been playing second fiddle to **Kevin Magee** in the Japanese championship. Earlier rumors were that he was a certainty to replace Gardner on the Rothmans Honda team, but it now seems he has not yet reached an agreement with Honda. **Luca Cadalora** is also a loose piece in the jigsaw. After twice winning the 250cc title for Rothmans Honda, the Italian wants to move to the 500cc class, but he is out of favor with both Rothmans and Honda. He has reached a fail-safe agreement with Aprilia to ride 250s in 1993, but only if he cannot get a 500-class ride. His most likely berth is as teammate to **Wayne Rainey** in Team Marlboro Roberts.

The GP road racers got together to make a presentation in appreciation of the efforts of GP doctor **Claudio Costa** prior to the South African GP, but **Eddie Lawson** refused to join the ranks of riders on the platform for the photograph and speeches. "I don't want to have anything to do with those jerks," he said, later explaining in private that his disgust stemmed from the attitude of IMRA (the riders' association) to riding in Brazil, and particularly about the eagerness of **Wayne Rainey** to race there. "He (Rainey) asked me to get behind him so that the riders could be strong and look after our interests within IRTA. Then it comes to Brazil and he wants to ride because he needs the points, and it's all different. In his situation, he should have kept quiet about whether to ride or not." Lawson scoffed at rumors that he was to change his mind about retirement. In fact, he declined to stay for the post-race party, arranging to leave South Africa and motorcycle racing on the first available flight, vowing never to return. His uncompromising attitudes and blistering back-chat will be missed.

Another great character joining **Wayne Gardner** and **Eddie Lawson** in retiring after the South African GP was **Carlos Lavado**. Twice 250cc World Champion, the popular Venezuelan, who lives in Italy, ended his career with the Gilera team.

Riders planning to attend the October 11 **Buckhorn National Enduro** near Redding, California, should note that this year's event will start in a different area than in past years. The pits will now be located in the Gene Chappy Shasta Dam OHV Park, 15 miles north of Redding. For information, call 916/221-6612.

Prime Network's coverage of the 1992

'93 Camel Supercross Series schedule set

American Motorcyclist Association championship supercross racing will enter its 22nd season in 1993 with the 16-event AMA Camel Supercross Series.

Sponsored by the R.J. Reynolds Tobacco Company, which will post a $200,000 series point fund, the 1993 series will open January 9 at the Citrus Bowl in Orlando, Florida, and will visit 15 major sports facilities along the way with the finale set for the Sam Boyd Silver Bowl in Las Vegas, Nevada, on June 12.

The 1993 schedule will take the factory racers and privateers to the same 15 venues as the '92 circuit, which played to over 600,000 spectators and millions more ESPN and TNN viewers. There is only one venue change, with the Atlanta Supercross moving from Fulton County Stadium to the recently constructed Georgia Dome.

The 1992 Camel Supercross Series provided AMA-licensed competitors with $1 million in purse and point fund awards, plus an additional $271,800 in AMA Contingent Awards Program incentives.

"With live audiences averaging nearly 40,000 and national television exposure for every race, we consider the 1992 season to have been the best ever for supercross," said Dick Maxwell, AMA vice president of sports marketing. "And all indicators point toward continuation of the sustained growth enjoyed by the sport."

Supporting the 250cc feature at each race will be the 125cc race paying points toward AMA Eastern and Western Regional Championship Series.

The 1993 Camel Supercross Series is as follows:

1/9	Citrus Bowl, Orlando, Florida
1/16	Astrodome, Houston, Texas
1/23	Anaheim Stadium, Anaheim, California
1/30	The Kingdome, Seattle, Washington
2/6	Jack Murphy Stadium, San Diego, California
2/13	Tampa Stadium, Tampa, Florida
2/27	Georgia Dome, Atlanta, Georgia
3/6	Daytona Int. Speedway, Daytona Beach, Florida
3/27	Texas Stadium, Irving, Texas
4/3	Memorial Stadium, Charlotte, North Carolina
4/17	Silverdome, Pontiac, Michigan
4/18	Silverdome, Pontiac, Michigan
4/24	Hoosier Dome, Indianapolis, Indiana
5/15	Memorial Coliseum, Los Angeles, California
6/5	Spartan Stadium, San Jose, California
6/12	Sam Boyd Silver Bowl, Las Vegas, Nevada

AMA National Championship Road Race Series will conclude with five hours of broadcasts during September and October. Shows from the final AMA National of the season at **Texas World Speedway** will be aired on October 22 and October 29, a week earlier than originally announced. The two shows featuring the **Mid-Ohio Sports Car Course** round of the series will be shown on September 17 and October 1.

The **AMA Professional Awards Banquet** will be held on Saturday, November 21, in San Pedro, California. Among the evening's presentations and awards will be the announcement of the 1992 MotoWorld Professional Athlete of the Year and the AMA Professional Sportsman of the Year. The banquet will be held at the Doubletree Hotel and Marina in San Pedro, beginning with a cocktail reception at 6 p.m., followed by dinner at 7 p.m., the awards presentation at 8:30 p.m., and music and dancing at 10:30 p.m. Noted television commentators **Dave Despain** and **Larry Maiers** will co-host the program with assistance from Miss Camel, Michelle Fairman, and Miss Coors, Jill Thompson, in presenting the awards. Tickets are $60 per person. Forward checks or money orders to: AMA Awards Banquet, P.O. Box 6114, Westerville, OH 43081-6114. For special room rates, contact the Doubletree Hotel and Marina at 310/514-3344.

Yamaha of Leesburg Racing has taken over the GTU endurance team in the AMA/CCS Endurance Challenge Series formerly known as New Tech Racing. The team of **Jon Roberts**, **Glenn Barry** and **Michael Taylor** will be aboard a Kawasaki ZX6 under the direction of Yamaha of Leesburg owner **Brett Singer**.

Volusia County Speedway in Florida has begun construction on a new 3/8ths-mile tri-oval dirt track adjacent to the paved track that is located some 15 miles northeast of Daytona Beach. The infield of the new tri-oval will feature a motocross track, designed by Track Builders, Inc., and the new facility will hold its grand opening on November 1 when it plays host to a round of the World Sports, Inc.-promoted Gold Cup Series.

A **public auction sale** will be held to settle the estate of motorcycle parts dealer and distributor **Herb Kunze** on Tuesday, October 20, and Wednesday, October 21, at Flint Indian Sales in Flint, Michigan. Auctioneers J. Wood & Co. are billing the collection of motorcycles that will be auctioned as a "Vintage Motorcycle Treasure." Wood says that Kunze, a former Indian dealer and Midwest distributor for Berliner Motorcycles, has some 220 vintage motorcycles and over $1 million in parts and accessories in his estate. The auction is open to inspection on both days at 8:00 a.m.

The American Motorcycle Institute in Daytona Beach, Florida, will again open its shop and dynamometer facilities at no charge to racers competing in the AMA/CCS Championship Cup Series final at Daytona International Speedway on October 16-18. The shop will be open on October 15 at 8 a.m. and will remain open 24 hours a day until October 18 at 7 p.m. AMI is located 1.5 miles west of the speedway at 3042 Volusia Ave. For more information contact Bruce Brahms at 800/881-2AMI.

British road racer **Peter Graves** is selling the Yamaha Harris SLS 500cc GP bike he campaigned in the 1992 500cc World Championship Road Race Series. The bike features a Yamaha YZR500 V-four, two-stroke engine and is one of only six Harris 500s to be built. Graves says that the Harris Yamaha may be the hot ticket for the WERA Formula USA Series. He's asking $105,000 for the bike which he rode to a best result of 14th in the British Grand Prix. For more information contact Graves at Park House, 106 Park Road, Teddington, Middlesex, TW11 OAN, Great Britain.

Endurance road racing team **N2 Racing** and its AMA 250cc Grand Prix rider **Jim Sabin** will be sponsored by **National Car Rental** for the rest of the 1992 racing season. N2 Racing is currently ranked sixth in the AMA/CCS Endurance Challenge Series and Sabin's best finish in the AMA 250cc Grand Prix class came at Texas World Speedway where he finished fifth.

AMA road racer **Ron McGill** of Devon, Pennsylvania, suffered serious injuries in an automobile accident on September 7. McGill suffered vertabrae fractures, a broken foot, and facial lacerations. McGill is recuperating at Jefferson University Hospital in Philadelphia and is expected to be out of action for at least three months. Cards and letters can be sent to McGill at 1027 Valley Forge Rd., Apt. 278, Devon, PA 19333.

The editor who inadvertently misspelled the name of **Alexis Ann Filice**, daughter of AMA 250cc National Road Race Champion Jimmy Filice in a recent birth announcement, found a small package on his desk last week. In it was a Jimmy Filice T-shirt and a note that read: "My dad and I are sending you this shirt so in the future you'll spell our name right. Thank you, Alexis Ann Filice."

Tim Buche, American Suzuki sales development manager, has announced that **Suzuki Retail Finance** is offering special assistance to qualified customers in Florida and Louisiana who were set back by **Hurricane Andrew**. Those customers will receive a two month extension of repayment terms. For more information, call Suzuki Retail Finance at 800/553-4570.

Chris Agajanian, promoter of the **Pomona Half Mile** — the concluding round of the 1992 Camel Pro Series, has announced a change in the official hotel for the event. The new **host hotel** is the **Red Lion Hotel Ontario** and a special $60 room rate is available there. The Red Lion will also be the host hotel for the Harley Owners Group's end-of-the-year party. The previous host hotel, Days Hotel, is now a Raddison Hotel and Agajanian said, "They have indicated that an association with a motorcycle event of our caliber is not a high priority." Agajanian is urging race fans to cancel reservations made at the Days/Raddison. For reservations at the Red Lion Hotel Ontario, call 714/983-0909.

Due to the rescheduling of the **Sacramento Mile** round of the Camel Pro Series to October 3, TT races at the **Lodi Cycle Bowl** in Lodi, California, have also been rescheduled. The race scheduled for September 27 will now take place on Saturday night, September 26, and the race scheduled for October 3 will take place on Sunday, October 4. In addition, the October 31 race will take place in the afternoon so children and parents can get home in time for Halloween night.

Team Suzuki motocrosser **Guy Cooper** is well on the road to recovery from the broken left femur he sustained at the August 30 National MX in Binghamton, New York. In a telephone conversation, Cooper's wife Jayna said that Guy had a metal rod inserted in the leg, and that he is already able to drive his tractor and walk without the aid of crutches. "The doctor says that the bone is already showing signs of healing, and that he is ahead of schedule," said Jayna. "He'll be able to ride a bike in three

Continued on page 4

Budget raids Green Sticker program

California's Off-Highway Vehicle Fund — the country's largest self-funded motorized recreation program — has become a victim of a budget bailout by state lawmakers, according to the AMA.

Passage of the state's long-awaited budget plan, signed into law by California Governor Pete Wilson on September 2, has resulted in the taking of nearly $9 million from the fund, popularly known as the Green Sticker program. That plan, part of a widespread package approved by the state Legislature, "diverted" the money from the fund to help balance the budget for the state's Department of Parks and Recreation, which was contributing to the state's $11 billion deficit.

The Green Sticker fund is maintained through fuel taxes and registration fees imposed on off-highway enthusiasts in the state. By law, the money generated must be used for projects specifically related to motorized recreation. But lawmakers have often viewed it as a convenient source of income for other programs operating at a deficit. Prior to this latest fund diversion, $24 million had been taken from the program.

Throughout the budget-balancing process, the Green Sticker program also was confronted by other legistlative threats, including proposals that would have put the state's off-highway recreation areas under control of other programs, limited yearly expenditures and diverted millions of dollars away from the intended purpose of the program. At the same time, the program was facing a "sunset" clause that would have eliminated it at the end of 1992 unless the state Legislature took specific action to renew it.

But representatives of the Off-Road Vehicle Legislative Coalition, made up of various off-highway user groups, including the AMA and its District 36 and 37 affiliates, the California Off-Road Vehicle Association, the California Four-Wheel Drive Association and others, worked through those critical challenges, eventually winning approval of a plan that keeps the program alive by extending it for another five years.

"The best we can say is that the program has survived," said Bob Ham, a Sacramento based lobbyist for the coalition. "The state of California will face at least one more year of serious budget problems, and it may take years for the Green Sticker program to recover."

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ON THE FRONT PAGE:

Billy Liles joined forces with fellow Americans Mike LaRocco and Jeff Emig to score an unprecedented 12th-consecutive U.S. victory at the 67th Motocross des Nations in Manjimup, Australia. Race coverage begins on page 12. Photo by Andrew Clubb.

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VOICES Letters to the editor

Duke says thanks

For 28 years, I spent my weekends traveling across the country as a part of what I consider the best sport on earth — American dirt track racing. As the AMA National dirt track referee, I had the pleasure of working with some of the sport's greatest riders, and have many fond memories of my years on the tour.

This year, I was released from my position and have since spent my time working around the house and restoring a few vintage motorcycles. As an avid dirt track fan, I have continued to travel to the nearby races to watch my friends compete.

At the Labor Day weekend Springfield Mile, I was surprised with gifts given to me by the riders of the Camel Pro Series. On behalf of all the racers, Grand National Champion Scott Parker presented me with a special edition Harley-Davidson leather jacket, a coffee mug and a bottle of Kahlua, thanking me for all my years of hard work as referee.

It was really touching that the riders thought so much of me, and I was knocked out by their sentiments.

Thanks, guys. You've all been great, and thanks to the AMA for all the wonderful help that I've received through the years.

Duke Olliges
Elgin, IL

Olliges is the father of two professional motorcycle racers; Kevin Olliges is a Junior class dirt tracker, and Keith Olliges is an Expert-ranked AMA/CCS road racer.

Don't give up on Bayle

In reference to Jean-Michel Bayle's road racing debut that some called "embarrassing," let's not forget that J.M. Bayle is a fierce competitor. He is a champion in a form of motorcycle racing that demands extraordinary skills. He is comfortable racing in close quarters and possesses phenomenal endurance and great strength.

He also has the resources to "buy" whatever track time he needs to catch on. When he does, he will rise to the top quickly.

Did you really believe that he or anybody else could be a contender the first time out? Who can you list who has?

David Goldstein
Tenafly, NJ

Tietz Memorial Fund

Thank you for printing my letter regarding the passing of our associate Brad Tietz. We've had good response for his memorial fund and will provide his widow with a check for over $3000 this week.

Robert Weber
White Bros.
Gardena, CA

Letters to the editor should be sent to: Voices, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing.

IN THE WIND By Papa Wealey

Continued from page 3

months, so it should be no problem for him to make the first Supercross of '93." Send cards and letters to 3107 West 31st Ct., Stillwater, OK 74074.

Each October, Texas promoters **Bob and Velma Bagwell** host the last AMA-sanctioned half mile race of the season at Devil's Bowl Speedway in Dallas. This October is very different, as the Bagwells are promoting three, that's right, three back-to-back half mile races in Texas and billing them as the **Texas Tripleheader**. On Friday, October 16, Kilgore's Lone Star Speedway plays host to AMA Pro-Am and Amateur/Youth and AHRMA Vintage National racing. The following day, Saturday, October 17, the scene shifts to the east side of Dallas at Devil's Bowl Speedway in Mesquite for a $3000 Pro-Am National plus Amateur/Youth and AHRMA racing. The weekend concludes with the 8th Annual Devil's Bowl Race and Rally on Sunday, October 18. In addition to a full slate of racing, a swap meet and parade will highlight the day. For more information, call 214/216-5520.

If you follow road racing, you know that **Colin Edwards** has received his share of publicity the last two years. But did you know that the Texas road racer's picture appeared in the December 1981 issue of Penthouse magazine? The "international magazine for men" ran a picture of a then six-year-old Edwards in motocross gear standing next to a trophy that dwarfed him. The story accompanied a feature on motocross racing.

Though **Wayne Gardner** bid farewell to Grand Prix racing with his second-place finish at the South African GP, it won't be his last motorcycle race. The Australian will be racing in the superbiker-style Guidon D'Or in Paris in October on a Rothmans Honda. In addition, he'll also be racing a BMW M-3 in two rounds of the German Touring Car Championship, on September 20 at the Nurburgring and October 11 at Hockenheim. The car is sponsored by Jaegermeister, a German liquor and soft drinks concern. Gardner will stay at the Hockenheim circuit following the race to test a factory Mercedes for two or three days. "They want to see how I get on after the races," Gardner said in Brazil. "There are no promises. We'll see what happens." Armin Hahne, one of the drivers on the Jaegermeister team, is a fellow resident of Monaco.

American Flyers Road Racing Team has named former dirt tracker **Mike Farley** team manager. Farley is an airline pilot and instructor for American Flyers, the world's largest flight school.

BORN: Kayla Michelle Martin, daughter of former AMA District 29 motocrosser Lee Martin and his wife Ronda, in Kernersville, North Carolina, on September 8.

MARRIED: Ted Hunnicutt Jr., Kawasaki Team Green off-road racer, to Cheryl Shockley, in Lakewood, California, on September 12. CN

The Suzuki Victory Stand

On top down under.

Leaving the Aussies in awe, Suzuki team riders Rodney Smith, Randy Hawkins, and Steve Hatch each took a gold medal at the International Six Days Enduro in Australia. Facing stiff, international competition, Smith also took home another honor. He placed 4th overall, the highest ranking ever for an American. All three riders were on Suzuki's RMX250. Coincidence? We don't think so. If our mates down under want to come out on top, they better figure out which end is up.

Hawkins + RMX250 = #1 x 3.

Just about anyone can see this is an equation for success. So perhaps it's no surprise that once again, three time national champion Randy Hawkins has won three of five AMA National Championship Enduro Series Races so far this year. In fact, Team Suzuki has won four of the five AMA National Enduro events this season as Steve Hatch placed 1st overall at the Cherry Pit AMA National Championship Enduro. Further proof of the RMX250's off-road dominance is Darren Sanford and his victories South of the Border. He won 1st in his class and 3rd overall at the1992 Baja 500 and 1st in his class and 4th overall at the 1991 Baja 1000. At this rate you don't have to be a mathematical genius to figure it out. The RMX250 is a valuable addition to any rider.

And now, a word from the 4-strokes.

In a stunning series of victories, the Suzuki DR350 struck a blow for the 4-strokes when Jan Hrehor won 1st in the 350 class at four AMA National Reliability Enduros in Oklahoma, Ohio, Idaho and Oregon. Of course, the DR350 uses the very latest in suspension technology with a 43mm fork along with a rear suspension system that uses a single gas-charged, remote-reservoir shock. And unlike other four-strokes that suffer from excess weight, the DR350 delivers a wide, manageable powerband in a nimble, lightweight package. If Hrehor's recent victories are any kind of sign, this won't be the last we hear from the four-strokes.

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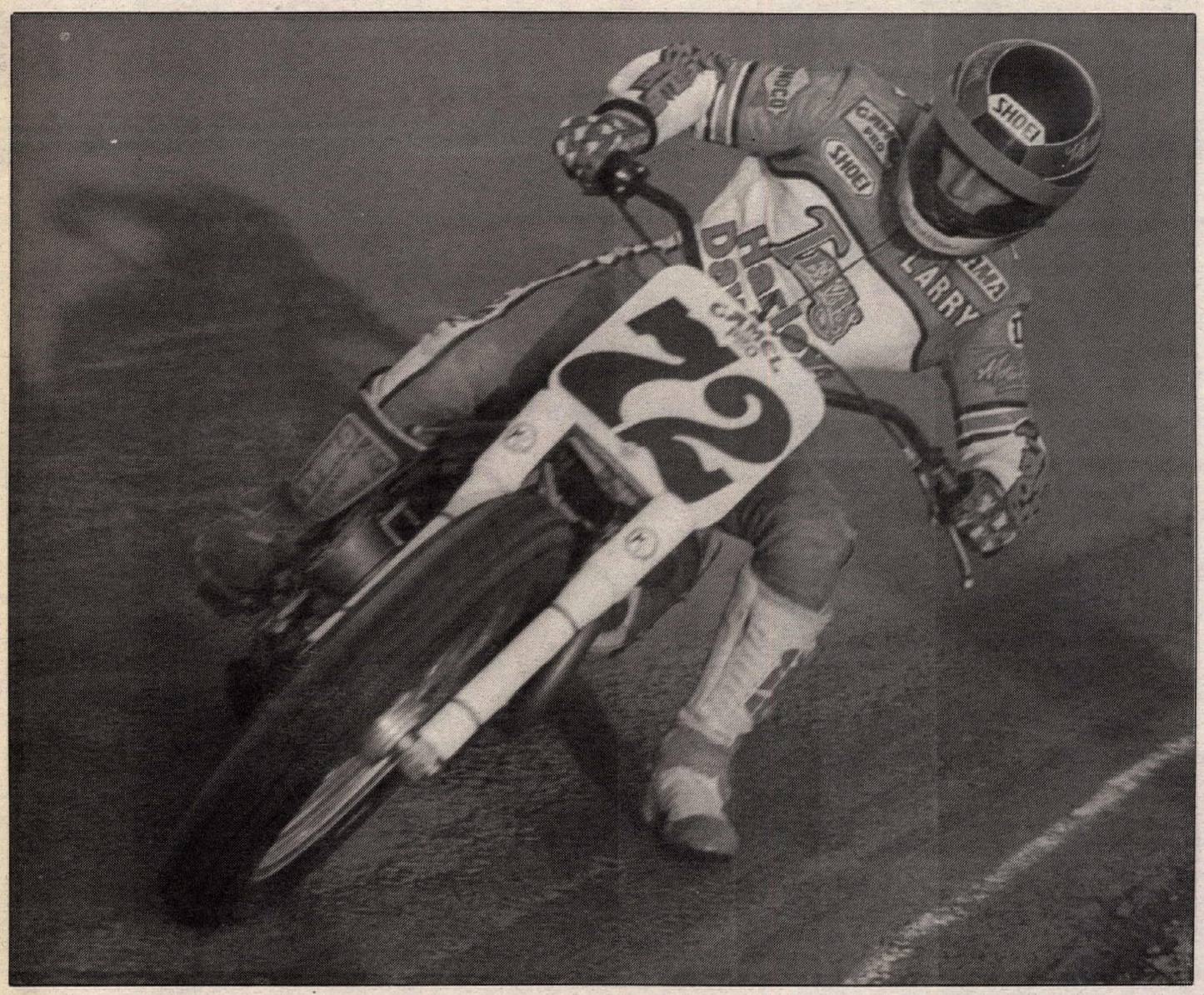
At Suzuki we want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Always supervise young riders. Along with concerned conservationists everywhere, Suzuki urges you to "TREAD LIGHTLY" on public and private land. Preserve your future riding opportunities by showing respect for the environment, local laws and the rights of others when you ride. Professional riders pictured.

DIRT TRACK AMA Grand National Championship/Camel Pro Series: Round 15



Baltimore, Ohio's Larry Pegram earned his second career National win with ease on a track that scared others away.

Pegram wins controversial Fresno Mile

By Donn Maeda
Photos by Mitch Friedman

FRESNO, CA, SEPT. 13

It looked more like a backyard race than a Grand National Championship event. The track was rough, the crowd was sparse and the field was thin. But in what many racers described as the "worst race ever," 20-year-old Larry Pegram gritted his teeth and earned the second National win of his career in convincing style at the first-ever Fresno Grand National Mile.

Although two 600cc Nationals had been held at the Fresno District Fairgrounds, it was the first time that the Camel Pro Series had visited the facility.

Pegram's win came in the absence of several top riders, as the factory Harley-Davidson team — Scott Parker, Chris Carr and Kevin Atherton — along with Jay Springsteen, opted to sit out the race due to appalling track conditions.

"It's too dangerous out there to be racing," said four-time Grand National Champion Parker of the sandy track that rutted up in the first practice session, "and it's definitely not worth my life."

While the salaried factory team and three-time champ Springsteen sat on the sidelines, privateer Pegram attacked the track and led the main event — which had been shortened from 25 laps to 20 — from start to finish. Trailing Pegram's Texas Harley-Davidson/Sponseller Racing Harley-Davidson XR750 across the line were Rusty Rogers in second and two-time champ Ricky Graham third. Rogers, who returned to action after a one-race suspension for wild riding, piloted a LA Racing Harley-Davidson, and Graham was aboard the FIG Honda RS750.

"Yeah, the track was dangerous," said Pegram. "But I've felt comfortable on it all day long. My job is to race, and that's what I came here to do."

For his win at the American Motorsports-promoted, Budweiser-sponsored event, Pegram pocketed $5000 of the $33,000 purse, along with $4000 in Harley-Davidson contingency funds. Rogers went home $3250 richer, while Graham pocketed $2450.

After the opening practice sessions, all of the riders agreed that the track was terrible. Large holes in the exits of turns two and four, along with rolling "whoops" on the straights sent more than a dozen riders swapping across the track. A two-and-a-half hour delay to blade and wheelpack the track was for naught, as the riders continued to struggle with the conditions when practice resumed.

After the second wobble-filled practice session, a riders' meeting was held and the majority of the racers pleaded with AMA officials and race promoter Jim Webb to reschedule the event. That idea was turned down because of unavailability of track time at the fairgrounds, and AMA National Referee Jerry Kennedy announced that the race would be held as scheduled.

"We did everything the riders asked for," said Kennedy, who spent nearly an hour himself driving a sweeper around the groove. "We graded the track, we packed the track, and we swept the track. We can't just call off an event like this, the promoter has over $120,000 sunk into this up front. If the riders choose not to ride, that's up to them, but we're going to have a race."

After the riders' meeting, talk of a boycott was heard, but the riders as a whole couldn't come to an agreement.

"The track is dangerous as hell," said series veteran Steve Morehead. "We don't want to give the promoter and the AMA black eyes by not racing, but the track is unfit to race on and we shouldn't be out there. But on the other hand, if we boycott it, we'll look bad — who will want to sponsor our series in the future? Also, the majority of us have come from the East and we can't afford not to race like the factory Harley guys can."

After much discussion, Parker, Carr, Atherton and Springsteen shed their leathers and began to load up their motorcycles.

"All the work they did to the track did no good, they just moved the dirt around and the bumps are still there," said Carr. "These are our lives on the line, and as a team we don't feel that it is worth it to race. Scotty and I are sitting it out so that neither of us will gain points."

Though they didn't compete, Carr continues to lead Parker in the series point standings, 205-192. Graham, third on the day, gained points on Parker but sits well behind in third with 163. Pegram's 20-point win allowed him to overtake Atherton and he moved into fourth with 135 points. Atherton has 121.

Parker's decision not to compete was arguably the strongest statement about the poor track conditions, as his chances of overtaking Carr in the points race with only two rounds to go now seem slim.

"If I crash and can't walk again, the Grand National Championship isn't going to seem all that important," said Parker. "If we don't take a stand now, how are the tracks ever going to get any better? As for the championship, there's two races left. Chris knows what he has to do and I know what I have to do. Anything can happen."

"The track was okay to ride on, but racing is a different story," said Atherton. "They want us to put on a show and the AMA thinks that we owe them a favor. We don't."

"I can't remember the last time I saw a track as shitty," said Springsteen. "Hell, I'm still racing because it's fun. This ain't fun."

While the four riders began to pack up, the remaining riders were puzzled about what to do. While Pegram, Morehead, Graham, Rogers and Ingram had no doubt that they would compete, others drew a blank.

"I figured that I'd do what the majority did," said racer/promoter Ronnie Jones. "The majority look like they're going to ride, so that's what I'll do. Normally, I would've said cancel the damn thing, but as a promoter myself I know what that means."

With the show running over three hours late, fans became hostile and booed the Harley team as they loaded their vans and left the track. Promoter Webb announced that full refunds would be given before the racing began, and, according to Webb, approximately 400 of the 3886 ticket holders took the refunds and left.

The time delay and the already-thin 30-rider entry list that was thinned out even further called for a shortened program. Time trials were eliminated and riders were assigned starting positions by their positions in the series points standings. The $10,000 Camel Challenge, normally comprised of the day's six-fastest qualifiers, was postponed and will be held at the October 10 Pomona Half Mile, the concluding round of the series. Expert heat races were cut from 10 laps to six, and a single eight-lap semi took the place of the traditional three eight-lap semis. With the additional problem of excessive tire wear, the main was shortened to 20 laps.

Heats

The crowd booed, threw beer cups and set fire to the front straightaway hay bales when only four riders lined up at approximately 5 p.m. for the first of four heat races that offered two direct transfer positions in each. Canadian National Champion Steve Beattie, rookie Expert Allon McBee, Billy Herndon and Mike Inderbitzen sat on the line, while Terry Poovey sat on the sidelines, still contemplating the situation.

Beattie grabbed an immediate lead at the start, ahead of Herndon, McBee and Inderbitzen. Herndon stalked Beattie for two laps before pushing his Hud Racing Honda RS750 past for good. Beattie glued himself to Herndon's rear fender and crossed the finish line a close second aboard his Deeley Harley-Davidson with a comfortable lead over McBee and a distant Inderbitzen.

"I just wanted to go out and see how it was," said Herndon. "To tell you the truth, I'm not sure if I'm going to come back out in the main. Even with only

four of us, the track was dangerous. I can't imagine 17 guys racing on it."

The field in the second heat was a bit fatter. Ingram, George Roeder II, Davey Camlin, Don Estep and Mike Dillon sat on the front row, while Greg Crow made up row two.

M&M Racing's Ingram assumed the lead from the get-go, but Roeder shadowed the Honda rider and pushed his Mike's H-D Harley-Davidson into the lead on the third lap. Ingram and Roeder went on to swap the lead a few times, but it was Roeder who came out on top at the flag. Camlin finished a distant third but would have to ride in the semi.

"I can't say that I felt comfortable out there," said Roeder. "But I have to pay the bills."

Five riders — Graham, Jones, Rogers, Tony Donahue and Aaron Hill — made up the starting grid for heat three.

At the start, Jones led Rogers and Graham through turn one, while Donahue and Hill cruised around the oval.

"The AMA wouldn't give us a refund, and they said that we had to race to be paid for racing," said a dejected Hill. "So Tony and I went out and rode two laps easy. We rode like jokes at a joke of a race."

Meanwhile, Jones, Rogers and Graham battled over the two direct transfer positions. Jones led the majority of the race, but a last-lap charge by his rivals caught him off guard, and he finished third behind winner Rogers and runner-up Graham.

"I grew up racing on tracks worse than this," said Rogers. "It may be dangerous, but it suits me just fine."

Pegram, Davey Durelle, Morehead and Dale Jenneman started on the front row of heat four, while Chance Darling staged next to the wall on the second row.

Pegram, who was unofficially the fastest rider during practice, sped off the line and was never challenged. Morehead held second throughout the race but was seriously challenged by Darling on laps two through five. But Darling's chain snapped on the back straight and left him stranded, allowing Morehead to finish an easy second, a full straightaway behind winner Pegram.

"I was all alone, so it wasn't all that bad," said Pegram. "You just have to watch yourself."

Semi

Laughter broke out in the pits when referee Kennedy announced over the loudspeaker that there would only be one semi that would transfer the top nine riders to the National.

Poovey donned his riding gear and was angered when he was initially told that he wouldn't be allowed to compete due to the fact that he didn't race in his heat.

Close review of the official AMA rulebook revealed that since Poovey wasn't disqualified from his heat, he should be allowed to compete.

"I didn't think that I had to ride my heat," said Poovey. "I wanted to spend as little time on the track as possible."

Several racers in the pits felt that Poovey had planned to sit out the race, but changed his mind when he heard the semi announcement.

Gardner Racing's Jones motored his Harley into the lead at the start of the eight-lap semi and ran away with an easy win. Camlin initially held down second with Durelle and Crow on his tail, while Dillon, Darling and Inderbitzen and Poovey battled over fifth a few seconds back.

While it was no surprise that Jones was out front, Darling turned a few heads by turning up the wick and smoking past first Dillon, then Crow, Durelle and Camlin. Jones greeted the checkered flag with a straightaway lead over Darling, who in turn enjoyed a comfortable lead over Crow, Durelle and Camlin. Poovey finished a distant sixth, while Dillon, Jenneman and McBee rounded out the top nine and would compete in the National.

"You have to race the track more than you have to race each other," said Jones. "It's bad."

"Things are finally coming together for us and the bike is working good," said Southeast Harley/Motorcycle Specialties/Arai/Simmons Construction/White Bros.-sponsored Darling, who was happy that he had qualified for his first National of the year. "We had a good ride at Springfield last week but came up a little short. I feel pretty good today, all things considered."

National

As winner of the fastest heat race, Pegram was given first choice on the line and he set his Harley on the outside groove. To his left were Rogers, Roeder, Beattie, Jones and Durelle, while Graham, Morehead, Ingram, Darling and Poovey made up row two. Crow, Camlin, Dillon, Jenneman and McBee sat on the third row.

Rusty Rogers (57) and Ricky Graham (3) ran second and third, respectively, for the duration of the shortened 20-lap National.

(Left to right) Billy Herndon, Scott Parker, Larry Pegram, Rusty Rogers and Pegram's tuner, Skip Eaken, discuss what should be done. Parker was against running the race, but Rogers, Pegram and Eaken were for it. Herndon was skeptical.

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It came September 6th at Kyalami, South Africa during the 13th and final round of the International GP series.

Rainey had to come from behind and

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fend off some very tough competition to retain his title. But that just makes this third one that much sweeter.

Party on, Wayne.
You deserve it.

TEAM
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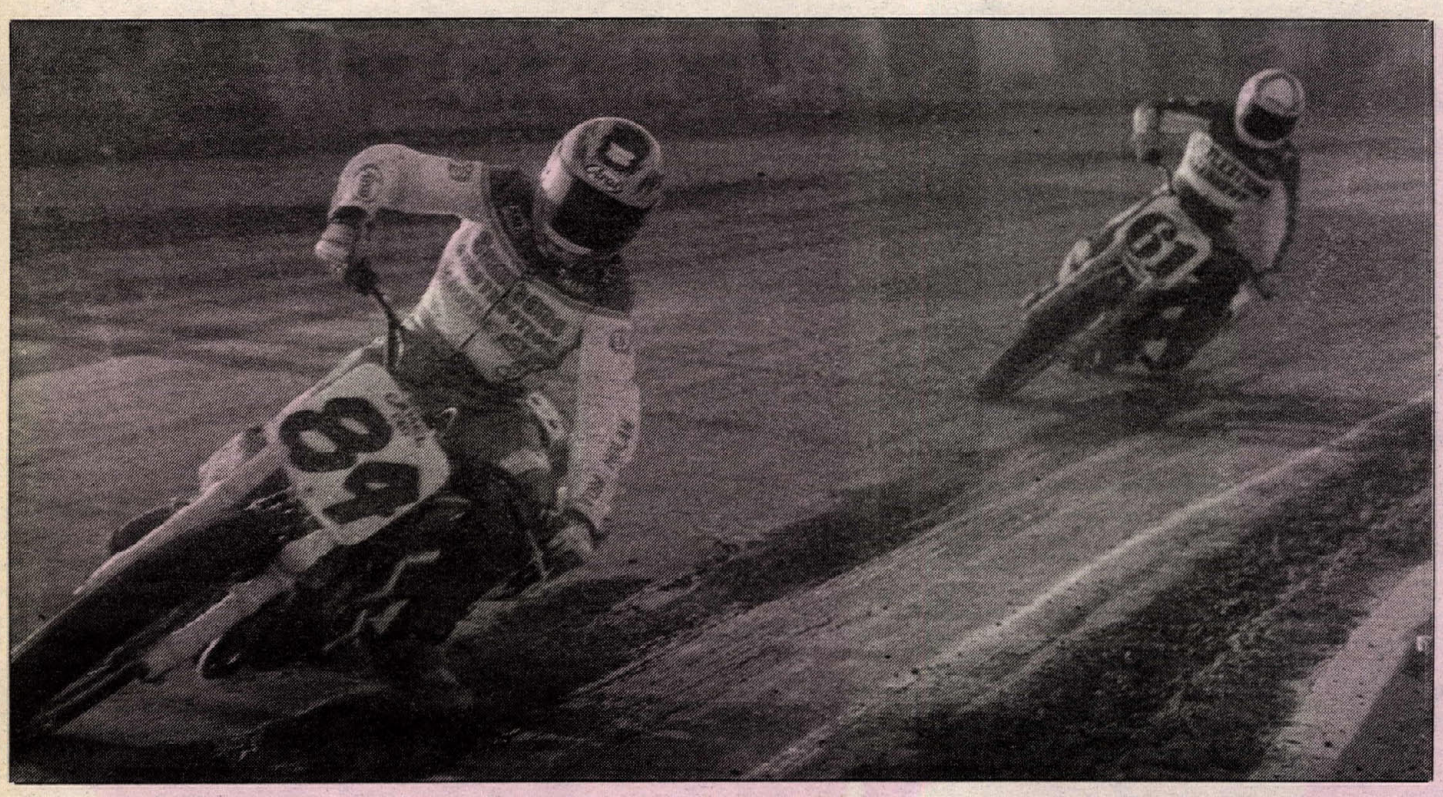
DIRT TRACK AMA Grand National Championship/Camel Pro Series: Round 15



Chance Darling (84) qualified for his first National of the year and turned in a career-best finish of seventh. Greg Crow (61) was 11th.

Tim Selby held on for the win in the 12-lap Junior National.

Pegram put the power to the ground best when the green light flashed and for all intent and purposes, the race was over. Pegram appeared to be riding a different track than the rest, as he pulled away from the pack. Pegram's lead would eventually stretch to nine seconds.

"Coming off the corners was really bad, but it was rideable," said Pegram. "We rode the whole 20 laps and no one wrecked, so that goes to show that it was rideable. Once I got out front I just tried to stay smooth, I was confident at the start and I knew that I could win. I felt comfortable on the track all day long."

Rogers and Graham rounded the first turn in second and third, respectively, but would never change positions. Rogers finished with a four-second cushion over Graham.

"I felt pretty comfortable the whole time, but there were a lot of close calls," said Rogers. "My front wheel left the ground a bunch of times, the straights were so rough. I'm just glad to be back. At the five lap signal the bike started to break up, but she made it home. It felt like it was running out of gas."

Graham rode consistently throughout the race but, like Rogers, suffered many close calls.

"Next to the Daytona 200, that was the toughest race I've ever run," exclaimed Graham. "I was swapping all over the place. The insides of my legs are all bruised up from the bike slamming from left to right. It was tough."

Roeder, Ingram and Jones provided the most excitement in the main, as they repeatedly passed each other while battling over fourth. Jones looked to have fourth wrapped up but flew off the groove on lap 15.

"The bleeder valve backed out of the rear brake assembly," said Jones, who salvaged an eventual ninth-place finish. "I went into turn one and when I went for the brakes the pedal went all the way down."

Roeder was glad to inherit fourth and went on to enjoy his best-ever finish on a mile track, while Ingram rounded out the top five.

"Man, the track started wearing me out," said Roeder. "My feet were flying off and I was bouncing all over, but you gotta do what you gotta do."

"I rode my half mile monoshock bike because it was so rough," said Ingram. "It was just down on power."

Morehead finished a straightaway behind Ingram in sixth, with Darling on his tail again.

"He sure came to life today," said Morehead. "He was on my ass in the heat, but he broke. Then in the main I heard him on my ass again."

"Steve was getting me out of the corners," said Darling, who completed the first lap in 13th. "He was hooking up while I was bouncing around."

Jones and Jenneman rounded out the top 10, while Beattie, Dillon, Durelle and McBee rounded out the finishers. Poovey pulled off after two laps and Camlin was black-flagged for riding too slow.

"It was so dusty that I couldn't see a thing," said Poovey. "The bumps were bad enough, not seeing them was even worse."

"You had to start the main to be paid for it," said Camlin. "I did what I had to do."

Camlin said that when he received the black flag he "flipped off" the referee, who later told him he was being fined $300 for his actions.

Junior National

Series points leader James Hart won the first six-lap Junior heat, and his championship rival, Tim Selby, won the second heat. The third heat race win went to Ben Bostrom.

At the start of the main, bad luck struck Hart as the clutch on his water-cooled Wood-Rotax went out. Hart started the Junior National on the penalty line, and pushed his bike off to a rolling start.

Things could not have looked better for Hart's series championship rival Selby, as he rocketed off the line with the holeshot. Selby enjoyed the lead for less than a lap, though, as Chad Barth parted company with his bike on the first lap and brought out the red flag. Barth was unhurt and was able to make the restart.

Selby duplicated his holeshot on the restart and led Bostrom, Jaime Aguilar, Ricky Smith and Ronnie Brown through turn one. Hart scooted into sixth on the first lap.

Selby and Bostrom engaged in a heated battle that carried them well ahead of Aguilar and Smith, who also dueled for position. On the last lap, Bostrom went for a last ditch pass on the outside of turn four as they raced towards the checkered flag, but he slipped off the groove and was gobbled up by the holes. Bostrom was spit off his machine but was unhurt and able to scramble off the track in time to see Smith inherit second. Aguilar finished third, while Brown and Hart rounded out the top five.

"I knew Bostrom was back there, and I figured that he'd try to get me coming out of four" said Ventura H-D/Fresno H-D/Aztec Racing-sponsored Selby. "I just held my line and it worked out. It's too bad that he fell."

With one round left in the Junior National Championship Series, Hart leads Selby 136-123.

"I was hoping to clinch the championship here. I didn't want to ride the Castle Rock TT," said Hart. "But it looks like I'll have to now." CN

Results

HEAT 1: 1. Billy Herndon (Hon); 2. Steve Beattie (H-D); 3. Larry Pegram (H-D); 4. Mike Inderbitzin (H-D).
Time: 4 minutes, .264 seconds.

HEAT 2: 1. George Roeder II (H-D); 2. Dan Ingram (Hon); 3. Davey Camlin (H-D)l 4. Greg Crow (H-D); 5. Michael Dillon (H-D); 6. Donnie Estep (H-D); 7. Wink Freitas (H-D).
Time: 3:55.808.

HEAT 3: 1. Rusty Rogers (H-D); 2. Ricky Graham (Hon); 3. Ronnie Jones (H-D); 4. Ted Taylor (H-D); 5. Tony Donahue (H-D); 6. Aaron Hill (H-D).
Time: 3:52.247.

HEAT 4: 1. Larry Pegram (H-D); 2. Steve Morehead (H-D); 3. Davey Durelle (H-D); 4. Dale Jenneman Sr. (H-D); 5. Chance Darling (H-D).
Time: 3:50.156.

SEMI: 1. Jones; 2. Darling; 3. Crow; 4. Durelle; 5. Camlin; 6. Terry Poovey; 7. Dillon; 8. Jenneman; 9. McBee; 10. Inderbitzin; 11. Donahue; 12. Taylor; 13. Estep; 14. Hill.
Time: 5:71.870.

NATIONAL: 1. Larry Pegram (H-D); 2. Rusty Rogers (H-D); 3. Ricky Graham (Hon); 4. George Roeder II (H-D); 5. Dan Ingram (Hon); 6. Steve Morehead (H-D); 7. Chance Darling (H-D); 8. Billy Herndon Jr. (Hon); 9. Ronnie Jones (H-D); 10. Dale Jenneman (H-D); 11. Greg Crow (H-D); 12. Steve Beattie (H-D); 13. Michael Dillon (H-D); 14. Davey Durelle (H-D); 15. Allon McBee (H-D); 16. Davey Camlin (H-D); 17. Terry Poovey (Hon).
Time: 12:39.399.
Average Speed: 94.814 mph.

AMA GRAND NATIONAL CHAMPIONSHIP/ CAMEL PRO SERIES POINT STANDINGS: 1. Chris Carr (205/4 wins); 2. Scott Parker (192/6); 3. Ricky Graham (163/1); 4. Larry Pegram (135/1); 5. Kevin Atherton (121); 6. Will Davis (89/2); 7. (TIE) Ronnie Jones/Dan Ingram (81); 9. Rusty Rogers (73/1); 10. (TIE) Terry Poovey/George Roeder II (71); 12. Jay Springsteen (65); 13. Steve Morehead (56); 14. Dave Durelle (52); 15. (TIE) Mike Hale/Rich King (37); 17. Aaron Hill (30); 18. Dave Camlin (28); 19. (TIE) Billy Herndon/Tim Mertens (21).

JR HEAT 1: 1. James Hart (W-R); 2. Jess Roeder (H-D); 3. Donnie Harrell (W-R); 4. Ronnie Brown (W-R); 5. John Hlebo III (Hon); 6. Stan Morris (Rtx); 7. Randall Berenan (Rtx); 8. Scott Bricker (W-R); 9. Ricky Smith (W-R); 10. Timothy Hlebo Sr. (Rtx); 11. Eric Green (W-R); 12. Ray Dugan (W-R); 13. Adam Sabedra Jr. (Yam).
Time: 4:04.090.

JR HEAT 2: 1. Tim Selby (W-R); 2. Chad Barth (W-R); 3. Cory Perreault (W-R); 4. Kevin Bricker (Rtx); 5. Matthew Wait (Rtx); 6. Woodrow Rogers III (Rtx); 7. Joseph Winston III (Rtx); 8. David Woodward (Rtx); 9. Joe Carrera (Rtx); 10. Daniel Argano (Rtx); 11. Brett Landes (W-R); 12. H.P. Myatt (H-D); 13. Steve Fischer (Rtz).
Time: 3:56.752.

HEAT 3: 1. Ben D. Bostrom (Rtx); 2. Jaime Aguilar (Rtx); 3. Ricky Smith (W-R); 4. Ryan Anderson (W-R); 5. Tory Bostrom (W-R); 6. Perry Lang (Hon); 7. Rich Facciano (W-R); 8. Craig Howard (W-R); 9. Robert Bacosa (W-R); 10. Jake Zamke (H-D).
Time: 3:57.425.

JR NATIONAL: 1. Tim Selby (W-R); 2. Ricky Smith (W-R); 3. Jaime Aguilar (Rtx); 4. Ronnie Brown (W-R); 5. James Hart (W-R); 6. Ryan Anderson (W-R); 7. Jess Roeder (H-D); 8. Ben Bostrom (Rtx); 9. Donnie Harrell (W-R); 10. Kevin Bricker (Rtx); 11. Chad Barth (W-R).
Time: 7:54.694.
Average Speed: 91.007 mph.

AMA JUNIOR NATIONAL CHAMPIONSHIP DIRT TRACK SERIES POINT STANDINGS: 1. James Hart (136/2 wins); 2. Tim Selby (123/2); 3. (TIE) Ben Bostrom (82/2)/Kevin Varnes (82/2); 5. Roy Hart Jr. (68/1); 6. Jaime Aguilar (59); 7. Jess Roeder (47/1); 8. (TIE) Ty Howard/Chad Barth (45); 10. Brent Armbruster (39); 11. Bart Schmulbach (38); 12. Allon McBee (36); 13. John Resso III (34/1); 14. (TIE) Bret Beyer/Alan Eadie (30); 16. Ray Dugan (28); 17. Bill Newkirk (26); 18. Robert Miller (24); 19. Ryan Anderson (23); 20. (TIE) Clint Vahsholtz (20/1)/Brett Landes (20).

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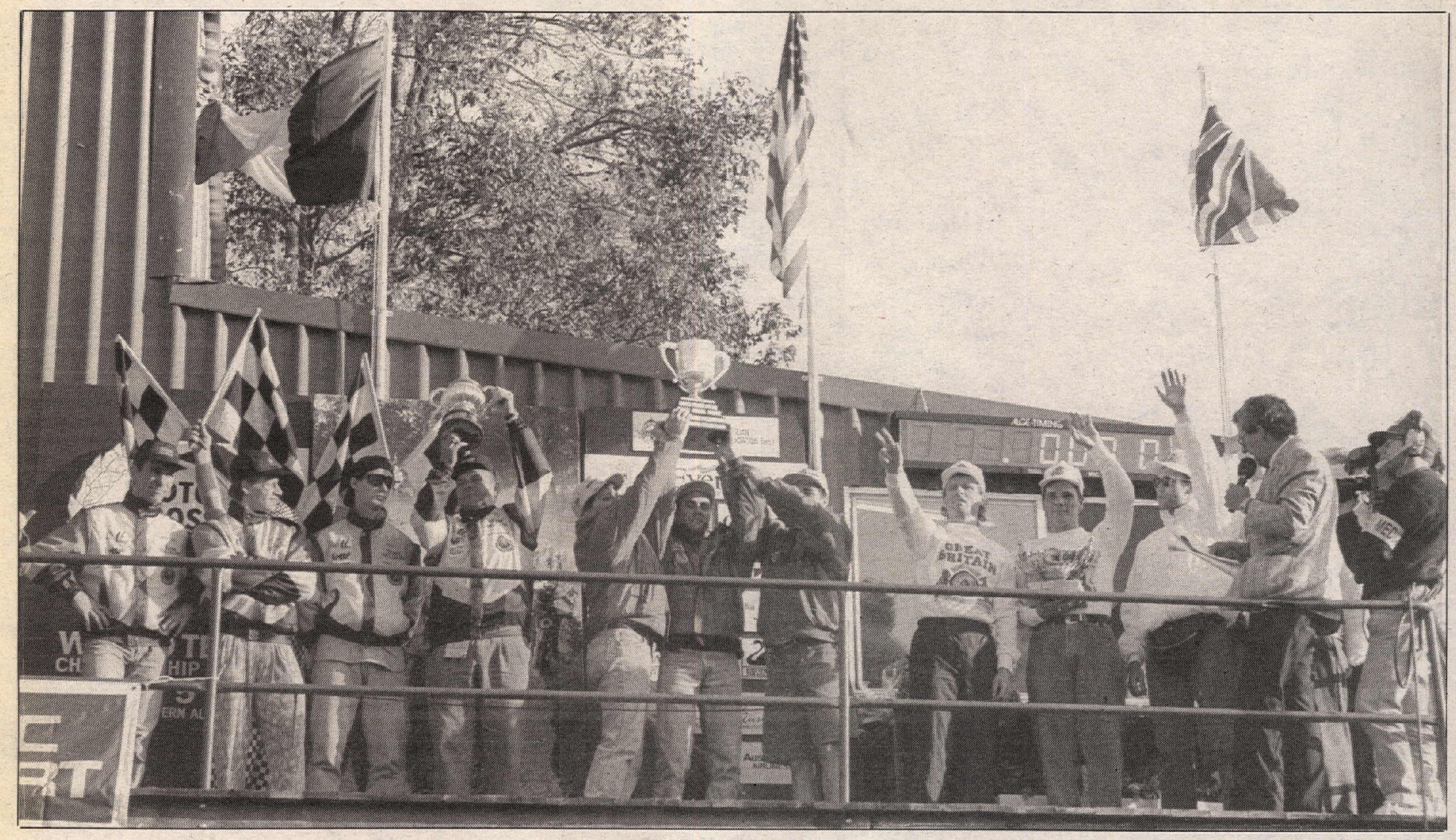


The American team (center) — Billy Liles, Mike LaRocco and Jeff Emig — proudly display the MX des Nations Championship trophy high above their heads.

Team USA wins 12th straight MX des Nations

By Andrew Clubb

MANJIMUP, AUSTRALIA, SEPT. 6

In a dramatic and action-packed day of racing at the sandy, rutted and whooped-out Cosy Creek circuit near Manjimup, California's Jeff Emig, Indiana's Mike LaRocco and Georgia's Billy Liles earned America its 12th Motocross des Nations victory in as many years. The trio scored a hard-fought, yet thoroughly deserving victory ahead of the runner-up team from Belgium and the third-place squad from Great Britian.

The Americans tallied nine points in their best five moto placings out of six starts, with one class win and four second places.

The Belgian team — made up of five-time World Champion Georges Jobe, Marnicq Bervoets, and former 125cc World Champion Stefan Everts — scored 12 points from its best five moto finishes, while the British squad of Kurt Nicoll, Rob Herring, and Jamie Dobb tallied 16 points to just take the final rostrum placing.

Led by two-time World Champion and three-time AMA Supercross and MX National Champion Jean-Michel Bayle, the French team finished fourth with 17 points, while Sweden rounded out the top five with 22 points.

Moto class win honors on the day were split between riders from the U.S., Belgium, Holland, Great Britain and France, signaling the competitiveness of this year's contest. Belgian Bervoets was best individual performer, finishing first in the 250cc class in both his motos. Emig and Dutchman Remy Van Ress shared moto wins in the 125cc class, while Bayle and Nicoll traded moto wins in the 500cc division.

Liles, in the 500cc class, and LaRocco, in the 250cc class, finished second overall in their respective divisions, combining with Emig's first-moto class win to secure the MX des Nations victory and maintain America's 12-year domination of the event.

"We're really happy to win and keep America on top of the world!" said Liles, who finished third in this year's World Championship 500cc MX Series. "We did it tough, with both Mike (LaRocco) and Jeff (Emig) going down in the first turn of their second motos. For them to come back and each finish second in class in those races . . . well, it just shows the guys rode their hearts out. We wanted this win bad, and we're glad to get it."

This year's event was the 46th staging of the MX des Nations, and the first time ever the event had been staged in Australia. Event organizers were given special permission by the FIM to stage the meeting, by waiving conditions that normally require a host country to have held a round of the World Championship at the selected circuit. Australia has never hosted an MX GP, but the Manjimup circuit is tentatively scheduled to host the final round of next year's 125cc World Championship Series in late August.

A record crowd for the circuit of slightly more than 15,000 witnessed this year's race at Manjimup, a small town nestled deep in timber-milling and farming countryside in the southwestern corner of Australia, some 200 miles south of Perth.

The 1.2-mile-long Cosy Creek circuit swept up and down a natural valley, and featured a track surface that varied between gravel and sand. Weeks of rain moistened the track surface, and the course quickly developed deep whoops and ruts around most of its length.

"The track was really rough and rutted. Conditions were tough," said Team Yamaha rider Jeff Emig. "It's certainly one of the toughest tracks I've

America's B team gets an A!

With the non-appearance of top American stars like Jeff Stanton and Damon Bradshaw, this year's American Motocross des Nations squad was labeled by many as the American "B team." Of the American trio of Billy Liles, Mike LaRocco and Jeff Emig, only Liles had ridden the World Team Championship event before — albeit for Luxembourg, at the German MX des Nations in 1989.

Without its top guns, many expected that America's 11-year reign in Motocross des Nations competition would come to an end Down Under on the sandy whoops of Manjimup's Cosy Creek circuit.

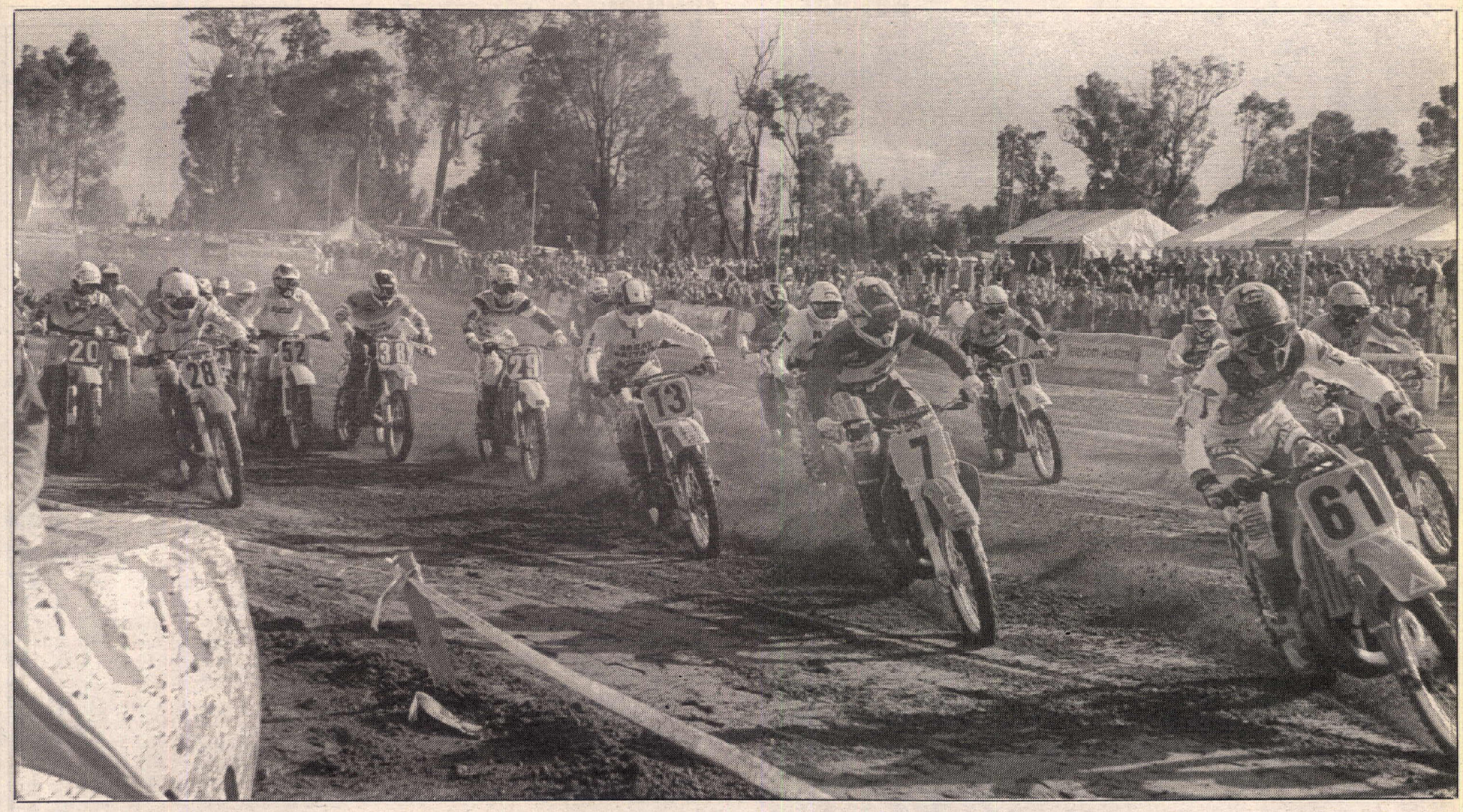
Going into the event, the Belgian, British, Dutch and French squads were all rated as having strong chances of knocking off the American rookies. With five out of six class placings counting in the overall point scores, the importance of consistency by all three riders was obvious.

And while the Belgians came close, it was the Americans who dug deepest yet again, fighting back to keep their unprecedented winning streak intact.

"We felt a lot of pressure in the team," admitted American Team Kawasaki 250cc rider LaRocco after the event. "A lot of people put a lot of pressure on us and said a lot of things about the team, but deep down inside, we knew we could do it and keep up our win streak. Billy, Jeff and I really wanted this one."

American team manager Roy Janson was justifiably proud of the performance of his riders. Fending off questions about the non-appearance of Stanton and Bradshaw at Manjimup, Janson instead heaped praise on Liles, LaRocco and Emig.

"These guys are America's A team, and always have been," said Janson. "These three guys are the best in the world; they proved that today. Next year we're going to make it 13 in a row!"



Frenchman Jean-Michel Bayle leads the charge at the start of the final moto with Holland's Edwin Evertsen (7) and Great Britain's Kurt Nicoll (13) in close pursuit.

ever raced on." Emig's sentiments were shared by the majority of competitors from the 16 nations that made up the 48-rider field.

Surprise entries for the Australian event were teams from South Africa and Latvia, while surprise no-shows were non-entries from Japan and Italy. An application for an entry from Croatia was rejected by the FIM, as the country is not yet affiliated with the international controlling body of motorcycle sport.

Although the victory at Manjimup gave the U.S. its 12th-straight win in MX des Nations competition, Great Britain is the most successful country in MX des Nations history. The English have won the World Team MX Championship 15 times, including the inaugural event in Holland in 1947.

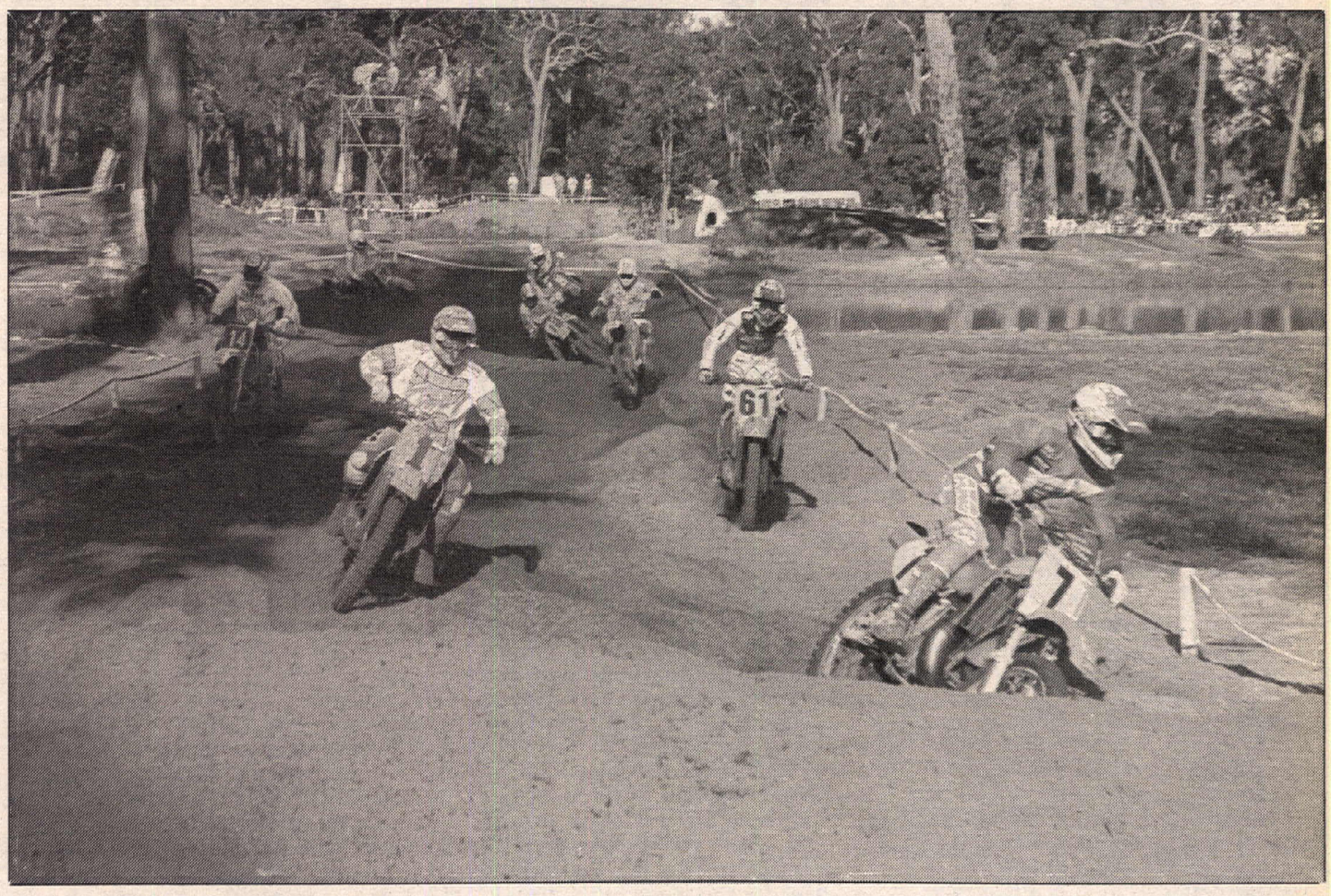
Visiting international teams competing at Manjimup went without most of the normal paddock and support facilities available to them at "home" events on their own continents. Most teams freighted their own machinery Down Under, and then hired local box vans and motorhomes for use at the events.

This year's American team effort was managed by the AMA's Roy Janson, while Warren "Duke" Finch represented the U.S. on the event's international jury.

Billy Liles was supported by his regular European-based Team Johnson/Action Workshops mechanic, Mike LaRocco had mechanic/father Mike LaRocco Sr. and Team Kawasaki USA chief Roy Turner in his corner, while Jeff Emig drew on the experience of Yamaha USA Team Manager Keith McCarty, Jon Rosenthal and Brian Lunnis, who is Damon Bradshaw's regular mechanic.

The race weekend kicked off at lunchtime on Friday, September 4, with a parade of competing nations through the town of Manjimup. Thousands of local residents took time out from work to voice their support of the teams and riders for what was certainly the biggest happening ever in the small town.

Evertsen (7), American Billy Liles (1) and Bayle (61) spent most of the 250/500cc dicing for runner-up honors.



Following the parade was the Festival des Nationals, which featured wine and food tastings, stalls and markets, music and dancing, a Mardi Gras and wood-chopping contests in and around Manjimup. The festival atmosphere did not let up all weekend as Australia geared up for its first taste of World Championship motocross competition.

On Friday evening, an official welcome dinner for 375 guests was held, courtesy of the event organizers. Riders, teams and officials were welcomed to Manjimup for the event, and competitors from all countries were introduced to local and international officials and sponsors of the event, including the FIM motocross committee president, Holland's Albert Hofhuls.

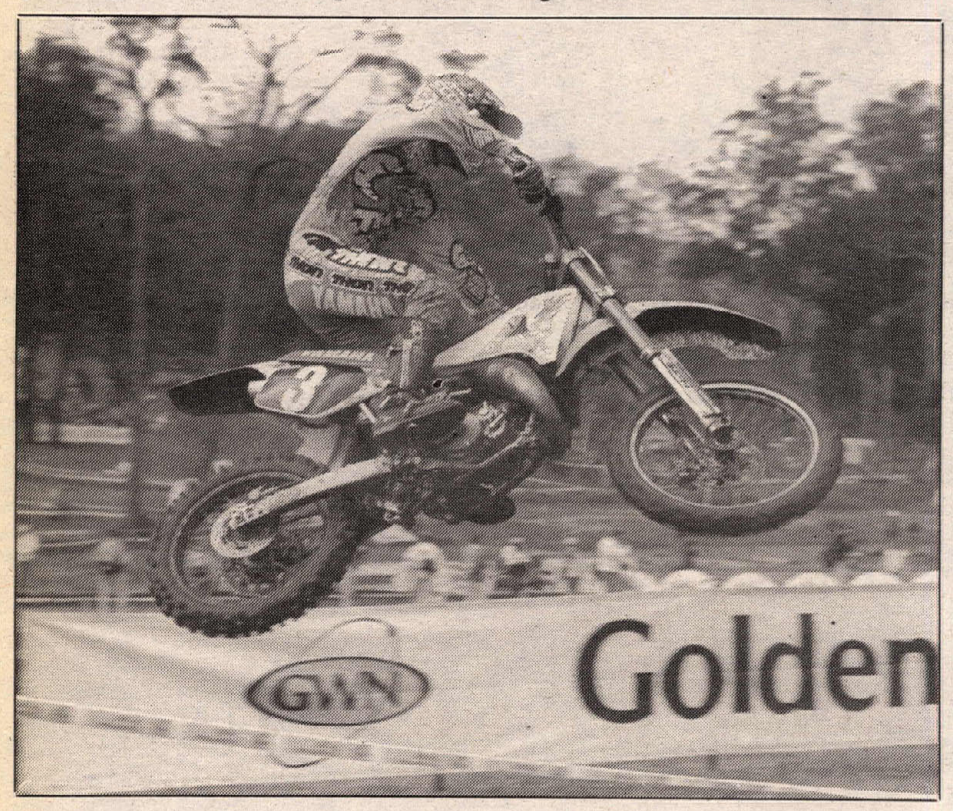
Riders had their first taste of the Cosy Creek track on Saturday, in two hour-long free practice sessions. In unofficial times released by event organizers, Liles was the fastest rider around the track in Saturday's practice session with a time of two minutes and 9.065 seconds, the only rider in the field to break the two-minute 10-second barrier.

While Liles was happy to be fastest, he did get dirt in his right eye during the second session, and received medical attention afterwards to have the eye cleaned. Liles arrived at the circuit the next morning with the eye bandaged on the advice of doctors, but was

MOTOCROSS MX World Team Championship

Belgian Stefan Everts was distraught after having to pull out of the second 125cc moto with a flat rear tire.

Jeff Emig was America's best performer, recording 1-2 moto finishes in the 125cc class.



not troubled by the injury during racing.

Second-fastest outright in free practice and best in the 250cc class was Belgian Yamaha pilot Bervoets with a time of 2:10.713, fractionally ahead of French ace Bayle on his Ron Heben-tuned Honda CR500 at 2:10.791. Bayle did not even ride the first one-hour session, holding back for the drier second session, and promptly getting on the leading pace in only a handful of laps. LaRocco was fourth-fastest in the 250cc class at 2:12.386, while Emig was best of the 125cc pilots with a time of 2:14.805.

Riders from America, Belgium, Holland and France dominated the free practice times, leading many European teams to speculate that this year the American squad looked more vulnerable than ever — particularly without "superstars" such as Jeff Stanton and Damon Bradshaw on the team.

Belgian team leader Jobe explained: "Bayle may well be the fastest guy on the track on Sunday, but his team is not so strong because the other two guys are not so strong in the sand. I think the Belgian team has three riders who can go close to winning each class. Most of the teams have two very strong riders, but not three," Jobe said. He also added that the American team, and in particular MX des Nations first-timers LaRocco and Emig, looked more beatable than American teams of the past decade.

Jobe was a member of the Belgian team that won the MX des Nations in 1980, and with his retirement looming at the end of the year, the 31-year-old, five-time World Champion was hopeful of ending his career on a high note with another MX des Nations victory.

Moto 1 — 125/500cc

After a one-hour morning warm-up session and a parade of riders in four-wheel-drive vehicles around the circuit, each team's 125 and 500cc class riders lined up at the 32-rider start gate for the commencement of the first 30-minute plus-two lap moto.

As soon as the gate dropped and the field blasted down the almost billiard-table smooth, graded start straight to the hairpin right first turn, the tone of the moto was set. Bayle got a strong start from the outside, and he looked across to the inside as he hit the brakes for the first turn. Seeing no one next to him, Bayle squared off the turn and simply ran off into the distance.

After four laps Bayle was six seconds ahead of the battle for second place between Nicoll, Jobe and Liles. After eight laps the gap was 14 seconds. And when the checkered flag came out after 16 laps, Bayle had cruised to an easy 18-second win, barely raising a sweat.

"I just made a good start and then rode my own pace," said Bayle afterwards.

While Bayle cruised up front, the fight for second place was on in earnest between Nicoll, Liles and Jobe. Nicoll had charged out of turn two in second place on his factory KTM, and after four laps was holding off the challenges of regular 500cc World Championship rivals Jobe and Liles. On lap five Jobe attempted to stuff his Cinti Honda beneath the Englishman in a sandy right turn in the infield, but lost the front end and crashed, dropping back to fourth. Liles moved up to take his turn attacking Nicoll on lap six, and after probing for two laps, blasted past on lap eight as the pair raced through an uphill section at the back of the course.

"Bayle was long gone," Liles admitted after the race. "So I just settled for second place."

Behind Bayle, Liles crossed the finish line in second place, almost six seconds ahead of Nicoll, with another two seconds back to Jobe in fourth.

Crossing the line fifth, with a stunning first 125cc was Emig, who had wrung out his Yamaha YZ125 for the entire distance. Emig beat Belgian 125cc rider Everts, who at one stage had moved close enough to hit Emig in a desperate passing move. Both riders went down in the altercation, with Emig remounting first and holding his standing on the track. Everts crossed the line in sixth overall and second 125cc, but 17 seconds down on Emig.

When questioned about his clash with Everts, Emig responded, "I'm not worried about that. The race went pretty much as I planned. The bike is perfect and finishing that high up was great."

Husqvarna 360cc-mounted Danish rider Jesper Kjaer Jorgensen finished seventh, with Dutch rider Remy Van Rees finishing eighth on the track and third in the 125cc class. Two 500cc class riders, local Aussie Jason Marshall and Sweden's Marcus Hansson rounded out the top 10 placings.

Moto 2 — 125/250cc

The second moto saw Englishman Rob Herring snare the holeshot and quickly open a two-second lead over Frenchman Yves Demaria and Bervoets. After an average start, LaRocco worked his Kawasaki up to fifth place by the end of lap one.

But back at the first turn, a pile-up had taken down Czechoslovakia's Miros Kucirek, Swedish 125cc rider Joakim Karlsson and Emig, among others.

After his brilliant first-moto performance, Emig's fortunes had suddenly taken a turn for the worse.

"Going into the first turn I could see what was going to happen and I knew I was going to get tangled up in the mess, but there wasn't much I could do," said Emig. "After the crash, I just rushed to get back on my bike as fast as possible. All I could think about was going as hard as I could and making as many places as I could. I just went for it and started passing guys anywhere and everywhere and just didn't give up until the finish."

While Herring continued to set the pace, with Bervoets and LaRocco settling into second and third, respectively, by lap four, Emig set about mowing through the field. After remounting second-to-last from the turn-one crash, Emig charged through to 12th after 15 minutes of the 30-minute plus two-lap race. Twenty minutes into the race, Emig had broken into the top 10 and was still charging. Up front Herring crashed, allowing Bervoets and LaRocco through to the top two positions.

"I was coming down one of the hills over at the back of the circuit, when I caught the front wheel in some sand and it spat me over the bars," said Herring. "I wasn't hurt or anything, but it dropped me back to third."

Clearly at home in the rough and sandy conditions, Bervoets turned in one of the best performances of his career. He held off occasional challenges from LaRocco, who never quite got close enough to make a pass stick.

A delighted Bervoets took the checkered flag a scant five-hundredths of a second ahead of fast-finishing LaRocco, with early race leader Herring close behind in third. Another 250cc rider, Sweden's Peter Johansson finished fourth ahead of the top 125cc rider, Holland's Van Rees in fifth. German 250cc rider Dietmar Lacher finished sixth, less than one-10th of a second ahead of Emig, who blasted through the field to finish seventh on-track and an incredible second in the 125cc class. DeMaria, Karlsson and French Yamaha 125cc rider Frederic Bolley rounded out the top 10, but the performance of the moto was that of Emig.

"I've got to admit that I think that was one of my best-ever rides," Emig said afterwards. "I knew I had to get back up there and get a high placing in class to keep the team in the running. I knew I just had to go for it, so I did."

After the race, Emig revealed that he had ridden both motos with a badly swollen thumb and first finger, having injured his left hand in a crash in the morning's warm-up session.

After two motos, the American team had a combined total of seven points from Emig's first-moto class win, and second-place finishes in class by Liles in race one, and Emig and LaRocco in the second moto.

The Belgian team also had seven points, but from just three results, after 125cc rider Everts went out of moto two with a flat rear tire. Everts dropped his stricken Suzuki on the infield midway through the race, sat atop his bike and put his head between his knees, distraught at being forced out of the moto and denting the chances of his Belgian team for the victory they so desperately wanted. If Belgian riders

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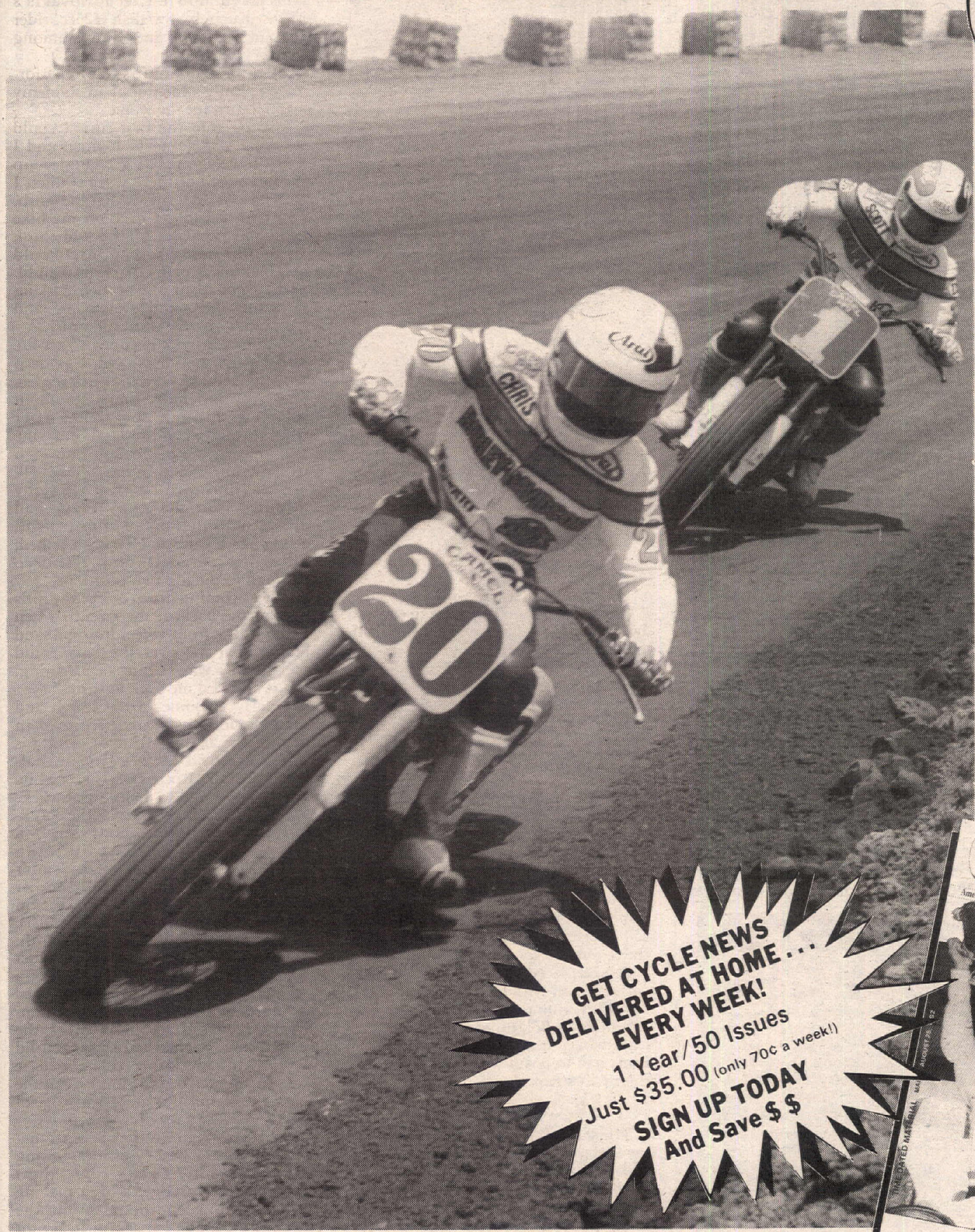

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MOTOCROSS MX World Team Championship

Despite Jean-Michel Bayle winning a moto, the French team finished fourth.

Mike LaRocco came from dead last to finish second in the final 250cc moto.

Belgian Marnicq Bervoets was perfect in the 250cc class by winning both motos.

Bervoets and Jobe could win their respective classes in the third and final 250/500cc moto, their team would earn the overall even if either Liles or LaRocco placed second in class. If that was the case, both teams would tie the day with nine points, but the overall would go to Belgium because of more class wins. And of course, the Americans had to beat the Belgians to keep their win streak intact.

Race 3 — 250/500cc

The start of the third and final moto saw yet another pile-up in turn one, and again an American rider was at the bottom of the melee. LaRocco had gotten caught up in a first-turn incident involving four bikes, and in the process was hit by another machine in the rib cage area under his right arm.

"It hurt right away. Whoever nailed me hit me pretty hard," said LaRocco about the crash, which left his right side badly bruised.

LaRocco remounted his Kawasaki dead last, under the watchful eyes of Kawasaki boss Roy Turner, who was standing inside turn one and was in radio contact with the other American team members back at the pit-signal area.

As LaRocco began his desperate chase of the field, Nicoll had grabbed the holeshot and set about shifting some Manjimup sand on his big KTM as he led Dutchman Edwin Evertsen's Kawasaki through the opening lap. Liles and Bayle followed in third and fourth place, respectively.

On lap two, Bayle dropped well back through the pack when his Honda stalled coming into a turn. The French ace lost any chance of a double-moto sweep when he had trouble refiring his machine. Bayle's Honda finally barked to life, just as LaRocco charged by near the back of the pack. Together the American and Frenchman would turn in an impressive performance, blazing through the field.

Liles passed Evertsen for second on lap two, but crashed on the very next circuit in a sandy section, and allowed Evertsen and Herring past.

After passing Herring, Liles had yet another stumble, allowing both Herring and Bervoets back by him. Liles fought back however, and when Herring almost crashed in a sand pit, Liles took advantage of the bobble to nab fourth position. Soon after, Liles overtook Bervoets to move up to third place behind Nicoll and Evertsen.

"It was getting pretty tough out there; the track was hard," Liles said. "After I fell over the second time, I got going again and pushed really hard to catch Kurt."

At the 22-minute mark, Evertsen spun out in turn one and dropped back to fifth. He then crashed again soon after and dropped to ninth, his eventual finishing position. Liles took over second after Evertsen's mistakes, some five seconds behind Nicoll.

"The team gave me the (pit) board that second was okay, so I just settled in and got the race over, knowing that we had won," said Liles.

Nicoll won the third and final moto, wrapping up his season on a high note, after finishing runner-up in the 500cc

World Championship for the fourth time in his career.

Bervoets did his part for Belgium's effort, passing Liles late in the race to take second overall and first in the 250cc class, completing an impressive double-class win by the Yamaha rider. Liles finished in third place ahead of fellow countryman LaRocco, who was fourth on-track and second 250cc in a comeback ride that mirrored the determination of teammate Emig in the previous moto.

"I knew I had to get up and get back out there (into the race) and get back up in the points to keep our chances alive," said LaRocco, who missed part of the post-race press conference while receiving medical attention for the bruising he suffered in the first turn crash.

Bayle followed LaRocco across the line in fifth, after crashing late in the race when he slipped off his Honda in a deeply whooped-out sweeper. Jobe was sixth overall and fourth 500cc, dashing any hopes of a Belgian victory after running off the track midrace when he reportedly attempted a heavy take-out move on Liles. The pair clashed, but it was Jobe who came off the worst, striking a trackside fence and dropping two places in the incident. DeMaria, Herring, Evertsen and Johansson rounded out the top 10 placings in race three.

Nicoll's third-moto victory secured third place for the Great Britain team, behind the U.S. and Belgium teams. Bayle and DeMaria locked up fourth overall for France, the best result for the team since finishing runner-up on home soil in 1988.

While the American squad reveled in their hard-earned win, spraying one another with champagne at the victory ceremony, the longest faces of the day belonged to the runner-up Belgian squad of Jobe, Bervoets and Everts.

Their frustrated mood was summed up by burly Belgian team manager Johnny Strijbos, who had seen his team finish second for the third-consecutive year. "We are very disappointed to run second," said Strjbos. "We should've won this MX des Nations." CN

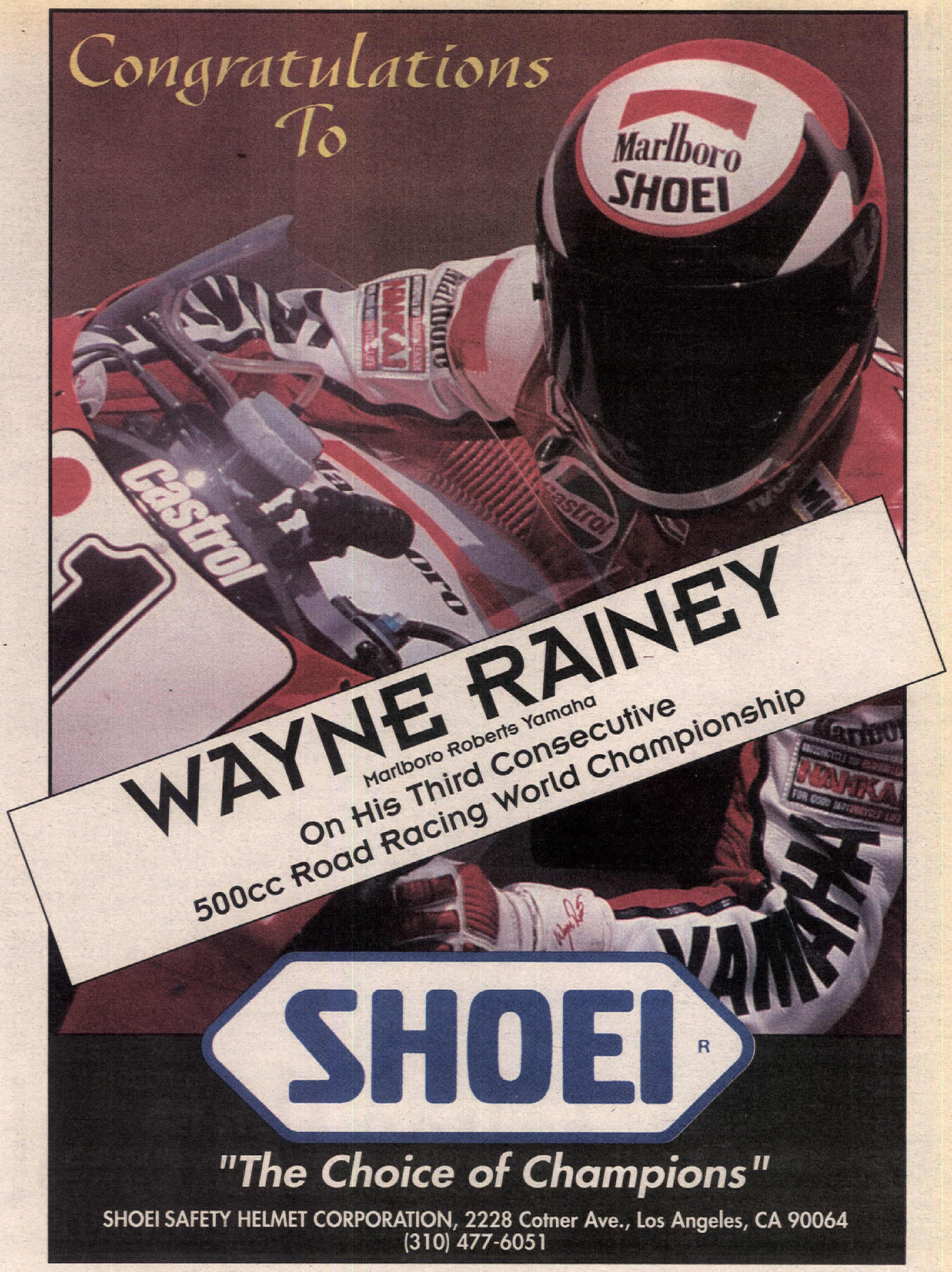
Results

TEAM STANDINGS: 1. USA (Billy Liles, Mike LaRocco, Jeff Emig) 9; 2. Belgium (Georges Jobe, Marnciq Bervoets, Stefans Everts) 12; 3. Great Britain (Kurt Nicoll, Robb Herring, Jamie Dobb) 16; 4. France (Jean-Michel Bayle, Yves DeMaria, Frederic Bolley) 17; 5. Sweden (Marcus Hansson, Peter Johansson, Joakim Karlsson) 22; 6. Australia (Jason Marshall, Dale Britton, Kim Ashkenzai) 36; 7. Holland (Edwin Evertsen, Pedro Tragter, Remy Van Rees) 37; 8. Denmark (Jesper Kjaer Jorgensen, Kim Olsen, Mikkel Caprani) 38; 9. Austria (Siegfried Bauer, Karl Sulzer, Jurgen Fink) 51; 10. New Zealand (Daryl King, Shayne King, Darryl Atkins) 53.

MOTO 1: 1. Jean-Michael Bayle (Hon); 2. Billy Liles (Hon); 3. Kurt Nicoll (KTM); 4. Georges Jobe (Hon); 5. Jeff Emig (Yam); 6. Stefan Everts (Suz); 7. Jesper Kjaer Jorgenson (Hus); 8. Remy Van Rees (Kaw); 9. Jason Marshall (Kaw); 10. Marcus Hansson (Kaw); 11. Joakim Karlsson (Kaw); 12. Peter Beirer (Suz); 13. James Dobb (Kaw); 14. Murray Smith (Kaw); 15. Frederic Bolley (Yam); 16. Darryl Atkins (Hon); 17. Kim Olsen (Suz); 18. V. Gaushis (Hon); 19. Kim Ashkenazi (Suz); 20. Jurgen Fink (Hon); 21. Brian Steele (Hon); 22. Petr Kuchar (Kaw); 23. Gary Nel (Kaw); 24. P. Dupasquier (Yam); 25. S. McCreery (Kaw); 26. Peter Kovar (Kaw); 27. L. Kozlovskis (Hon); 28. G. Gisler (Yam); 29. Siegfried Bauer (Kaw).

MOTO 2: 1. Marnciq Bervoets (Yam); 2. Mike LaRocco (Kaw); 3. Rob Herring (Hon); 4. Peter Johansson (Yam); 5. Remy Van Rees; 6. Dietmar Lacher (Suz); 7. Jeff Emig (Yam); 8. Yves DeMaria (Suz); 9. Joakim Karlsson (Kaw); 10. Frederic Bolley (Yam); 11. Mikkel Caprani (Kaw); 12. Dale Britton (Yam); 13. James Dobb (Kaw); 14. Peter Beirer (Suz); 15. Darryl Atkins (Hon); 16. R. Dupasquier (Yam); 17. Kim Olsen (Suz); 18. Karl Sulzer (Hon); 19. Kim Ashkenazi (Suz); 20. Jurgen Fink (Hon); 21. Mairis Levans (Hon); 22. W. Burgess (Yam); 23. Pedro Tragter (Suz); 24. Brian Steele (Hon); 25. Shayne King (Yam); 26. Petr Kuchar (Kaw); 27. L. Kozlovskis (Hon).

MOTO 3: 1. Nicoll; 2. Bervoets; 3. Liles; 4. LaRocco; 5. Bayle; 6. Jobes; 7. DeMaria; 8. Herring; 9. Evertsen; 10. Johansson; 11. Hansson; 12. Marshall; 13. King; 14. Britton; 15. Hewartson; 16. Lacher; 17. Smith; 18. Caprani; 19. Bauer; 20. Gaushis; 21. McCreery; 22. Sulzer; 23. Dupasquier; 24. Kucirek; 25. Levans; 26. Burgess; 27. Kovar; 28. Tragter; 29. King; 30. Gisler; 31. Kjaer.



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(#137A) After suffering through a rather miserable weekend filled with nothing but bad luck, Muzzy Kawasaki's Scott Russell reversed his fortune in a big way by winning the fastest-ever Daytona 200 in a near photo-finish with Fast by Ferracci Ducati's Doug Polen. The Georgian averaged a record 110.669 mph in completing the 57-lap race in just over one hour and 50 minutes, barely fast enough to beat Polen by a scant .182-of-a-second in a thrilling race that featured a little bit of everything - but no pace car. They really don't get any better.

After 200 miles, the race came down to a thrilling last lap that saw Russell follow Polen through the chicane before setting himself up to slingshot past the World Superbike Champion just before the finish line. The win was not only Russell's first in the Daytona 200 by Arai, but it also marked Kawasaki's first triumph in the 200.

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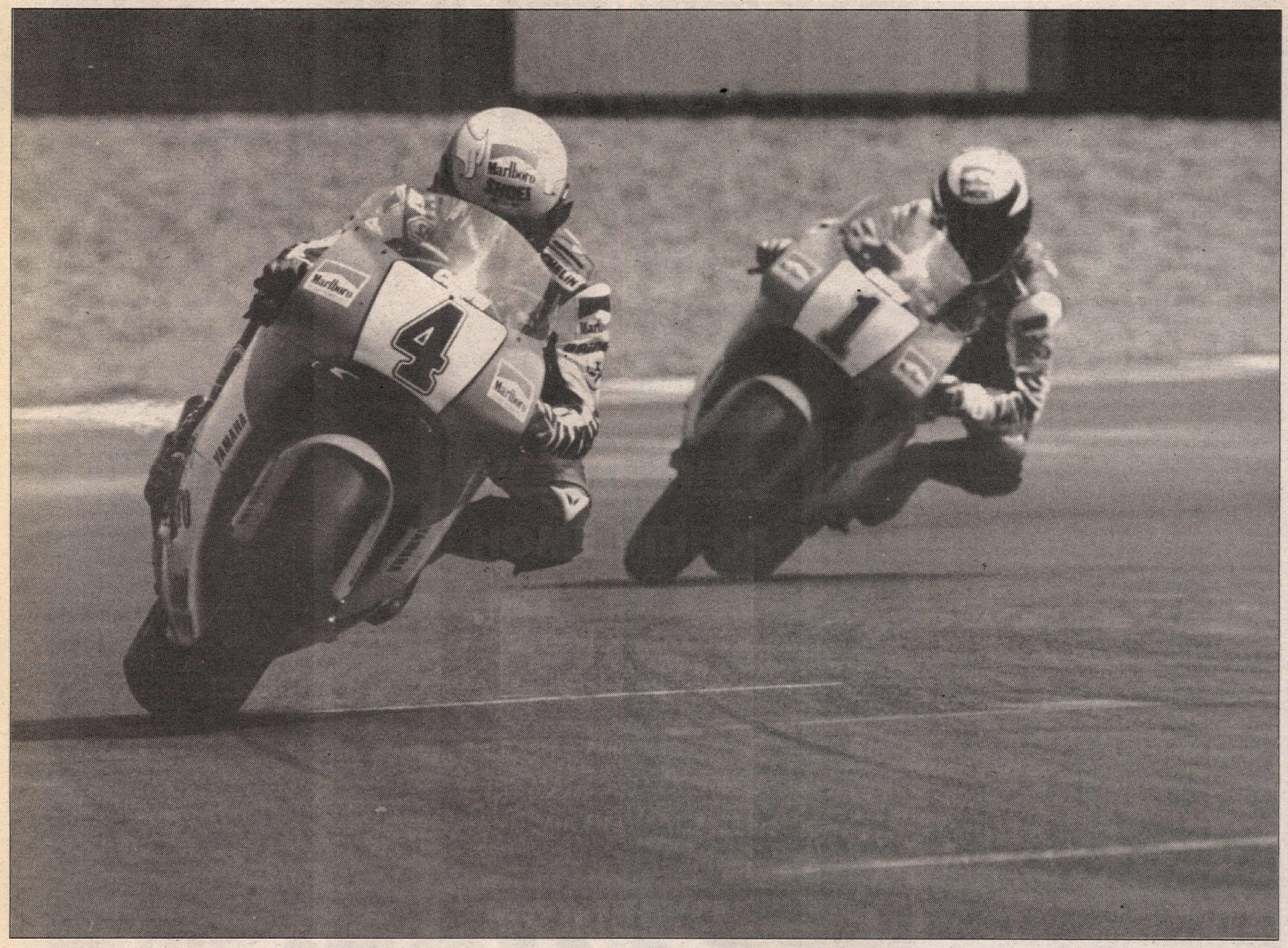


Teammates John Kocinski (4) and Wayne Rainey (1) lead the way early in the South African GP; Kocinski won, but Rainey's third place earned him the championship.

Rainey takes third straight

By Michael Scott
Photos by David Goldman

KYALAMI, SOUTH AFRICA, SEPT. 6

A funeral pall marked the end of Michael Doohan's World Championship of 1992. The smoke came from an out-of-control fire in a track parking lot, which burned out 42 cars and coincided with the start of the 500cc GP.

By the time they'd put it out, Doohan's hope of rescuing a title that had earlier seemed his by right was also smoldering to extinction.

And, rising like a phoenix from the ashes, came Wayne Rainey's fire-orange Yamaha. A solid third place in the South African GP to Doohan's sixth gave the Californian a historic third successive premier 500-class World Championship. The last man to do so was his Marlboro team owner Kenny Roberts, in 1978, 1979 and 1980 - and the feat surely earns him the right to be called King Wayne.

In the course of an extraordinary season, Doohan had romped away in the lead as an injured Rainey struggled and fell again and again. By the midpoint, trailing by 65 points and carrying fresh injuries, his title defense seemed hopeless.

Then the Rothmans Honda rider crashed at Assen, breaking his leg - and complications to the injury had kept him out for eight weeks, as the determined Rainey's challenge gathered strength.

And by the time they reached Kyalami, Doohan's lead of 65 points over Rainey at Assen had dwindled to just two - and while the Australian was able to finish sixth - an impressive improvement in his condition - it was not enough.

"If you'd have said a few weeks back that I'd be champion, I'd have said you were nuts," said Rainey, before calling in to Doohan's pit to commiserate. What did he say to him? "That I'd called when he was hurt and hoped that he'd be back soon - but that I'd also told him then that I'd be trying to catch up with him."

And Doohan, by then reconciled to losing what had earlier seemed his by right, was obliged to smile through his frustration. "Dr. Costa did a year's therapy in nine weeks to get me ready for this, but my basic problem was that I couldn't use the rear brake," he said, before resorting to the serviceable cliche: "That's racing."

The championship drama rather overshadowed John Kocinski's first win of the season - but that too was significant. He'd switched to the same new chassis Rainey had used in Brazil, and for the first time all year was able to qualify on pole by a significant margin, and carry that advantage through to the race. Cool and collected, he passed early leader Rainey to pull ahead, staying clear of a strong challenge from second-placed Wayne Gardner on the Rothmans Honda, riding with all his old hunkered-down aggression in his last Grand Prix.

Old rival Eddie Lawson's last race, however, ended in premature retirement and an early flight home - missing the post-race party without a backward glance.

The first South African GP for seven years was run in fine weather in front of a crowd of 42,000 'round the twisty but interesting new Kyalami circuit (rather reminiscent of Laguna Seca), where relatively high corner speeds saved it from the stop-and-go tedium of other modern circuits, while the rarified air of the mile-high altitude knocked the top off the power of the 500s, making them (in the words of Lucky Strike Suzuki's Doug Chandler) more like superbikes to ride. But there were criticisms of the track's safety,

although no repeat of the threat of a riders' strike as in Brazil.

Chandler had been a strong third early on, but dropped to fourth, delighted with his last race on the Lucky Strike Suzuki. "For me, a good race is when I ride without any mistakes to get the best possible out of the bike and myself - and that's what happened here." During the meeting, rumors had been confirmed that he will take over the departing Lawson's ride next year - and nobody asked him what he thought of the fact that both Alexandre Barros and Lawson had retired their Cagivas in the race.

Kevin Schwantz was a lonely fifth, battling with wheelspin on a Lucky Strike Suzuki with a new chassis after his tire choice turned sour; Doohan an equally lone sixth; with Campsa Honda's Alex Criville winning a long battle for seventh with Niall Mackenzie's Banco Yamaha.

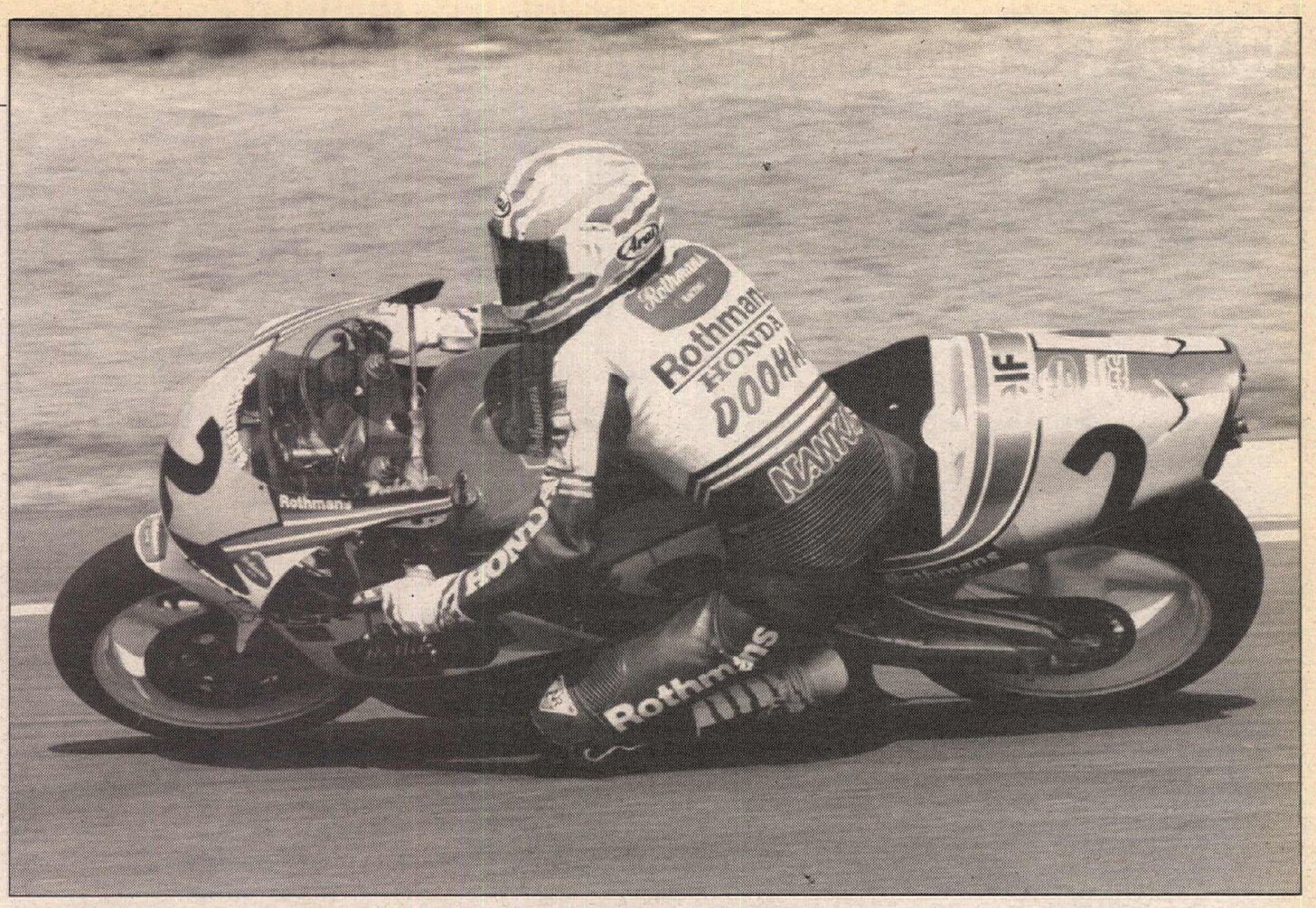
Kocinski's second 500-class victory (his previous one also in the last race of the season, in Malaysia last year) secured him third place in the championship, with Schwantz fourth and Chandler fifth.

The 250cc GP was another Italian triple for the Aprilias, with European champion Massimiliano Biaggi claiming his first GP victory, ahead of Loris Reggiani and Pier-Francesco Chili. The young Italian almost threw it away after dominating for much of the race, running off the track into the dirt on the last lap.

Helmut Bradl was the first of the Hondas on his HB machine in fourth, heading Loris Capirossi's Marlboro Honda RS Special, with champion Luca Cadalora unable to finish higher than sixth in his last 250 race on the Rothmans Honda.

The 125cc championship was also settled in the highveld heat, with Alessandro Gramigni scaling the heights to finish third, taking his first world title, and also the first for Aprilia. His closest rival for the championship, Fausto Gresini and the Marlboro Honda, dropped back to seventh, but saved second overall from early race leader Ezio Gianola.

The race win went to Jorge Martinez, the veteran champion's first this year. He was pressed all the way by Gramigni and second-place Carlos Giro on another Aprilia.



Back from a broken leg, Australian Michael Doohan put in a brave ride to finish sixth, but it wasn't enough for the title.

500cc GP

Rainey leapt into the lead from Kocinski, the Yamahas leading Doohan, with Chandler fourth as they dashed into the big bowl before the final climb up the hill. But they were still packed tight in pursuit, and there was plenty of reshuffling to come.

The first departure was Randy Mamola, who crashed his Budweiser Yamaha on the last corner, unhurt but out of the race after lying well up in the top 10.

Doohan started losing ground immediately, and both Chandler and Schwantz were ahead of him by the end of lap two. Now Gardner was also pressing on from behind, quickly past Lawson and then Doohan as well, div-

Kocinski top qualifier

Practice commenced with Michael Doohan looking about 100 times better than he did in Brazil, and riding fast, if a touch deliberately, to stay in touch with the leaders. Then in the final session, with some 10 minutes remaining, the long-standing name at the top of the board, J. Kocinski (Yamaha) was suddenly displaced by that of M. Doohan (Honda).

It didn't last, but was proof that he was here to defend his slender title lead to the hilt.

By the finish, John Kocinski had pushed through again, with a blistering time almost half-a-second ahead of the rest. Wayne Gardner also nosed ahead of his Honda teammate, but Doohan stayed third, with his title rival Wayne Rainey fourth fastest and right alongside for the drag race directly into the first fast right-hand corner.

It was a remarkable performance, but could Doohan go fast for 28 laps? He knew his weakness. Not only was there his somewhat ponderous version of his old riding style, taking his position for the corner well in advance; but also his stiff right leg couldn't operate the rear brake, which he uses as a subtle steadying influence in all sorts of circumstances. His own fear was of coping with backmarkers, when bereft of this element of control. "I'll give it a go tomorrow," he said. "I don't think Rainey would like it if I didn't."

Alongside, Rainey's task was straightforward, and he was looking strong and controlled. He professed himself ready and eager, after losing time in the last session when a clutch oil seal failed. "I just can't wait to get the race going," he said.

Kocinski's pole, his second in succession, came after he too had switched to the new chassis that Rainey used in Brazil. "For the amount of time I've had with it, I'm happy with what we've done," he said. "If only Yamaha, the team and myself could concentrate on making a bike to suit my style, I feel I could race for better than third overall." But he was certainly fast enough to spoil his teammate Rainey's chances of a win. What were his team orders? "Those words aren't even in my vocabulary," he said.

The second spoiler was Gardner, approaching his last GP in typical fighting style. He was also following no team orders. "I spoke to Mick and he said the best thing I can do is to go and do my best. If I can win here, it would be a fairytale ending," he said. He was only a tenth ahead of Doohan, and heading a batch of tight-up times that put from second to eighth within one second.

Row two was led by Kevin Schwantz, who had also switched to a new chassis which went a long way towards solving his long-standing problems of handling balance. "Before, I was always chasing the front, and I could only get it to grip by taking away grip from the rear. The new one isn't so bad - but I'm still chasing the front a little." He had another problem - a bad engine. He blew a crankshaft on Friday morning, and therefore had to change the engine in his preferred chassis. (Suzuki's droner, like Yamaha's, is prone to such failures, although not so far in a race.) The new one remained obstinately sluggish throughout the rest of practice.

Niall Mackenzie was alongside, with a charging time scored in the windy first timed session on Friday, using the old high-pitched engine. He liked the high lean angles and corner speeds - but came to grief with a high-sider on Saturday morning. Stunned, he was bundled into a body-splint stretcher and carted off, a worrying sight on the TV pit monitors - though he had nothing worse than a cut arm and a headache, and was declared fit to go out again in the final practice, when he was over a second slower than the day before.

Alongside him, a frustrated and off-color Chandler lost practice time with a blown engine of his own, and then found himself in heavy traffic. His usual last-minute charge on fresh rubber was again thwarted, when: "I was already over the paint and onto the concrete passing someone when he straightened up on me. I had to stay out there until we were almost past the corner."

The last place on the row was taken by Randy Mamola, who did after all conclude a full season on the Budweiser Yamaha, and who was at last fit and strong in all his limbs. Another to enjoy the deceptive nature of the tricky corners, he was less than two-tenths off Chandler, and a similar distance ahead of Alex Criville's Honda, leading row three.

Peter Goddard was 10th, and a tenth ahead of Lawson, who was trying hard to make something of what he still swore would be his final race, but couldn't overcome the Cagiva's lack of midrange at this circuit of twists and hills. Teammate Alexandre Barros was alongside to conclude row three.

There were 31 qualifiers, the season finishing with a full grid in accordance with the IRTA pledge.

It all came down to the maddest of scrambles in the last five minutes of 250cc qualifying. Loris Reggiani had looked set to be on pole, but Jochen Schmid had been showing well all weekend, and now he was whizzing around with the Yamaha towing Luca Cadalora's Honda, which simply didn't seem able to get by. And then Schmid did it, putting the Yamaha on top with only minutes remaining.

Too many minutes, with Cadalora backing off a little, then using the head-down German as a marker to go just two-hundredths faster. But even that wasn't good enough, with P.F. Chili also part of the group, and stealing better than a tenth from his Honda-mounted countryman.

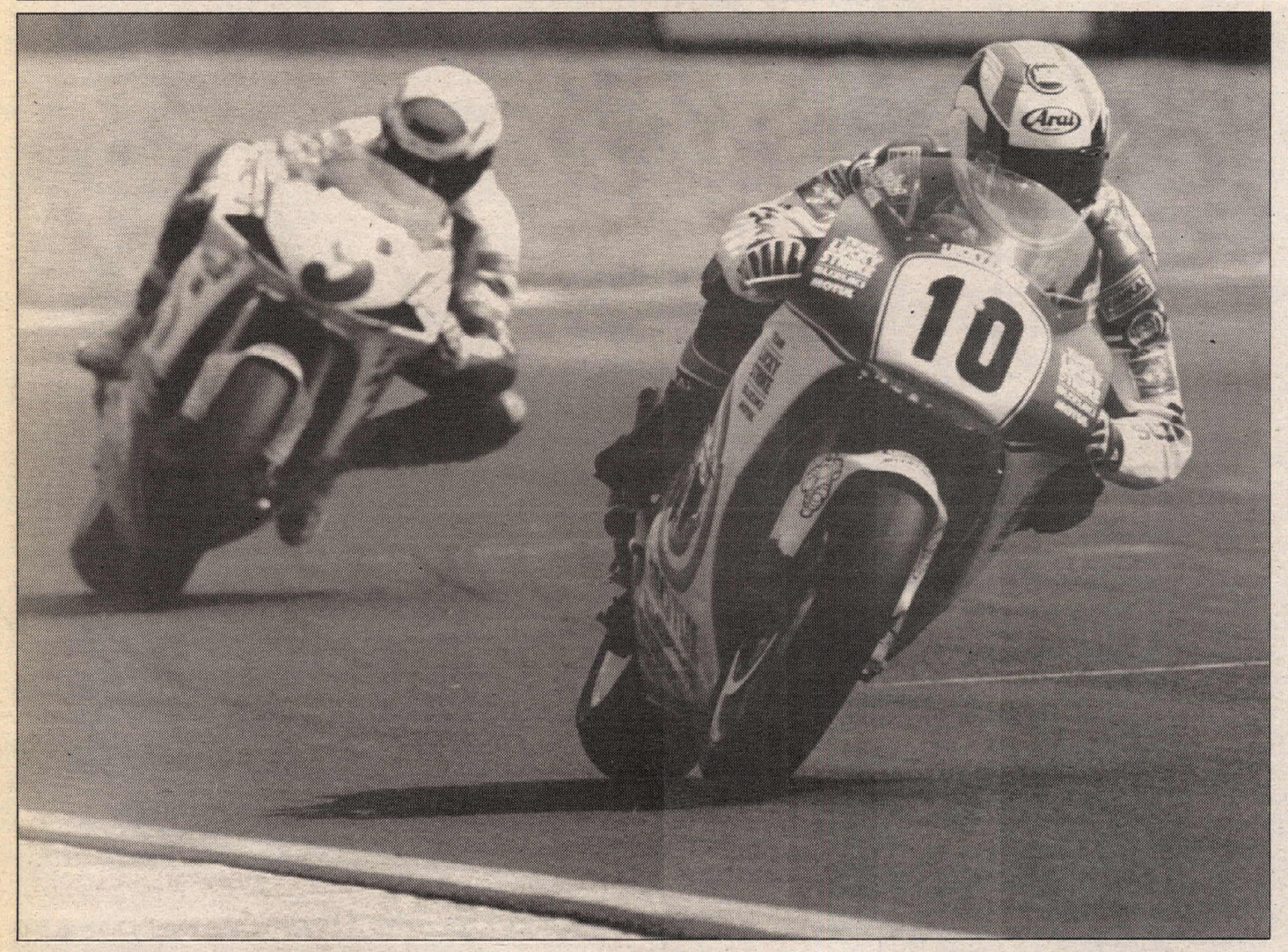
All were slipstreaming each other by now, and the final victor of this pre-race battle was Helmut Bradl, whose own run clipped him onto a pole after "one really fast risky lap. I don't think I can do 26 like that tomorrow."

Chili was thus second, the Aprilia rider finishing his season with a show of flair after his Telkor-Valesi team announced that Chili would be riding with them next year too.

Cadalora was his usual guarded self, and the usual threat for what would probably be his last race on the Honda that he loves very dearly. And then came Schmid, whose move to the Yamaha seems to have been well-timed, with the bike becoming really competitive by the end of the year.

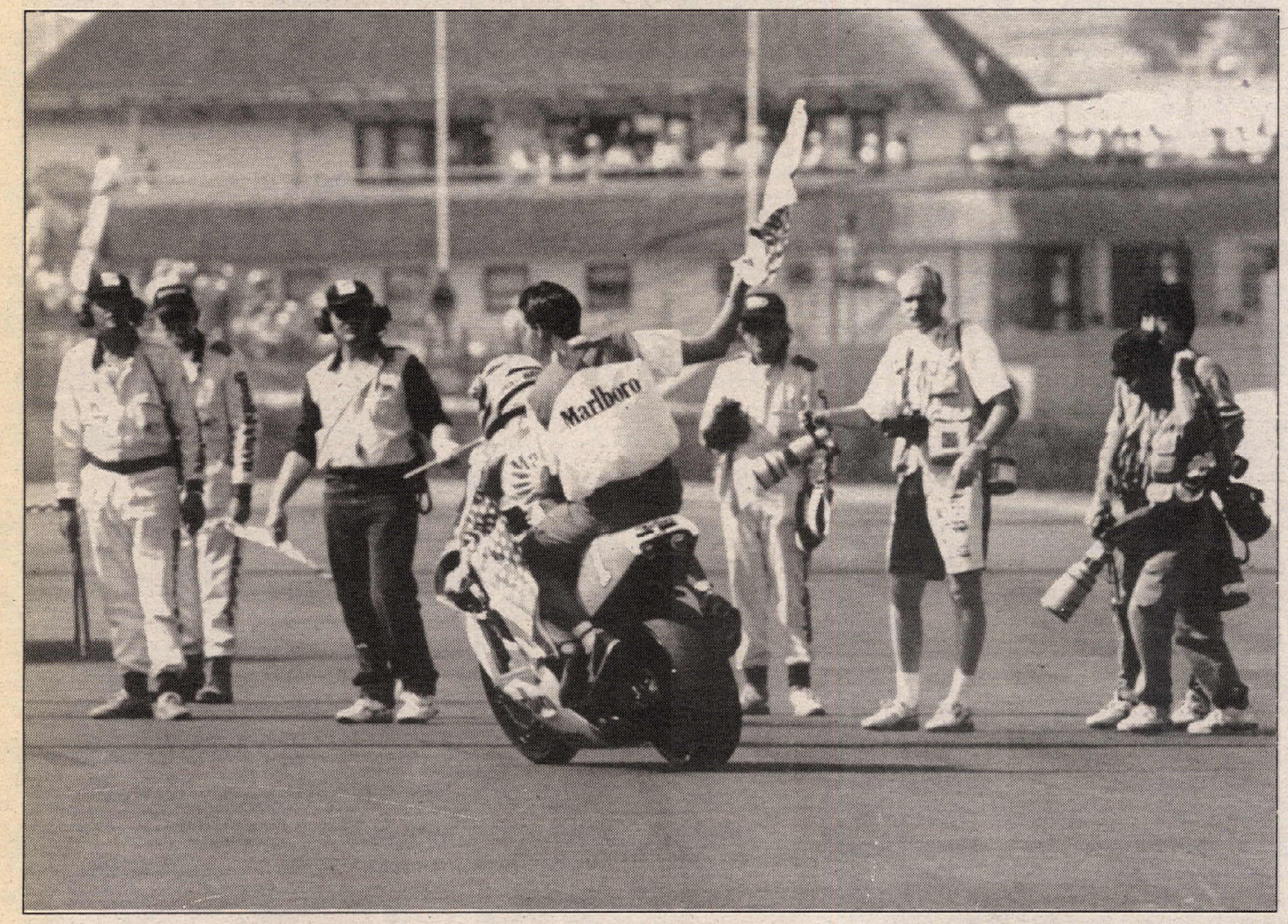
Row two saw 1993 Cadalora replacement Massamiliano Biaggi within a whisker of Schmid, followed by Reggiani, and the pair of up-and-coming Latins Doriano Romboni and Loris Capirossi, making an all-Italian rank.

ROAD RACE World Championship Road Race Series: Final round



Doug Chandler (10) finished fourth in his final ride aboard the Suzuki; Wayne Gardner (5) finished second in his final GP outing.

Californian Wayne Rainey celebrates his third straight World Championship by taking one of his mechanics on a victory ride.



ing inside under braking for one of the blind bends on the third lap.

He meant to make the most of his last race, but said later it took several laps to build up momentum. Simultaneously Schwantz was losing his, blaming a rear tire that behaved differently in the race from the way it had in practice and morning warmup (which he had led). "It may have been the heat," he said.

In any case, Gardner closed inexorably, and by lap four was planning his attack. It came on lap six, and once past he quickly closed the gap to set about the other Suzuki of Chandler. The American tells the story. "My bike was really good, but it lacked a bit of power. At first because of the set-up I could stay with the Yamahas, but when the tires started to warm up I couldn't hang on." Thus he succumbed to the flying Gardner's attack on lap 13, and gradually dropped back. "Wayne was making a few mistakes, and I was doing every corner perfect - but I still couldn't stay with him," said Chandler.

Meanwhile, the lead had changed hands. Kocinski had followed Rainey dutifully for three laps, and then proved there really were no team orders, taking over the front and immediately opening a small gap, almost one-and-a-half seconds by lap seven. As Gardner started to press, so Rainey closed up again, but Kocinski kicked once more to pull away until he was a safe three seconds clear by lap 15. It was his second career 500 win, and the first of the year. "It was the first race I felt really confident all season," he said.

Now Gardner had Rainey's scent, and he gradually pegged him back, taking out a big handful of time through the lapped traffic. He was closing with six laps to go, on his tail with just three, and past him under braking with two laps remaining, opening up a gap of two seconds as he ran to the flag.

It was the best he could do to help Doohan, but Rainey knew full well he had enough in hand if he only finished where he was. "It was tough," he said. "My front was pushing because I had a harder tire than the other guys. I just wanted to make sure I was still there at the end of the race."

Gardner was three seconds behind Kocinski; Rainey another two back; and Chandler another seven by the finish. Then came Schwantz, after an almost entirely lonely race. Without the bite from his tire, he simply did the best he could, finishing eight seconds clear of Doohan.

The battle for seventh was a minor highlight of the race. Lawson had held the position early on, but when he found himself dropping off the back of an aggressive five-bike pack on the 15th lap he slowed down and pulled into the pits, leaving the track at once without any explanation, his career over.

His first attacker had been Peter Goddard on the Valvoline Roc Yamaha, but he'd held him at bay. Then came Niall Mackenzie's Banco Roc Yamaha, recovering from his usual mediocre start to get by Goddard and start harrying Lawson. He passed him once only to get tromped on again promptly; but made it through for good on lap 14, promptly followed by Goddard. Now Campsa Honda's Alex Criville was joining on behind, after passing Miguel DuHamel, who was clinging to his rear wheel; with practice crasher Juan Garriga and the Ducados Yamaha trying painfully to hang on in their wake. Criville passed Goddard promptly and moved up to attack Mackenzie.

Shortly thereafter, a sick Goddard threw up in his helmet, and promptly lost the front wheel and crashed.

This spread out the group, leaving the battle to Mackenzie and Criville, with the Spaniard winning out, and Mackenzie complaining of a shortage of bottom end power.

DuHamel dropped way back from this batch to finish ninth; with Garriga claiming the final point for tenth. Toshiyuki Arakaki (Roc Yamaha) won a good battle with Corrado Catalano (Roc Yamaha) for 11th, while South African wild card riders put up a fine showing, battling for much of the race and finishing Russell Wood 14th and Mike Wilson 15th, behind 13th-placed Lopez Mella.

250cc GP

It was a great day for Dutch private Aprilia rider Patrick van den Goorbergh. As the green light shone, he shot through from the fourth row of the grid to join Luca Cadalora and Wilco Zeelenberg in disputing the lead. The Aprilia rider was even ahead briefly - but alas there was a down side. Track officials adjudged that both he and Zeelenberg had jumped the start, and imposed a one-minute penalty.

They dropped back in any case. Zeelenberg said the other bikes came past his Suzuki on the straight "like flies". Cadalora made the running, with HB Honda's Doriano Romboni coming through to second, van den Goorbergh hanging on gamely for two more laps as

Loris Capirossi's Marlboro Honda RS SPL/SPL came up from behind.

And the Aprilias? All the works bikes had gotten away slowly, with Massimiliano Biaggi seventh at the end of lap one, Telkor-Valesi teammate Pier-Francesco Chili and Aprilia Unlimited factory rider Loris Reggiani ninth and 10th, respectively.

Clearly this situation did not last, with Biaggi leading the Italian charge to the front in his familiar hang-it-out style. He was with Cadalora and Romboni on lap three, and took the lead for the first time, though dropping promptly back to third as the fight hotted up.

He made the move final on lap six, and was never headed; but by now there was a regular brawl behind him; with Capirossi joined by Reggiani, and Bradl and Chili packing in behind.

The order changed back and forth on every bend but the trend was clear - the Aprilias were on their way through, with Reggiani in second by lap eight, and Chili in third four laps later. Reggiani attacked Biaggi, but in vain, with the youngster determined this time to drive home the advantage of his pole position and at least gain one debut-season Aprilia victory before he moves to Honda next year.

Reggiani was forced to accept second after a few unexpected slides made him suspect that water was leaking onto his back tire. Chili, meanwhile, also emerged from the pack, too far behind the other Aprilias to catch up, but able to take a safe third.

Now the battle was for fourth, and there were still four people locked in combat. Romboni looked semi-wild, as usual, but went too far this time on lap 15, running wide onto the dirt where he tried his damnedest to save the bike as it sped towards an unprotected concrete wall. Eventually he bailed out in the nick of time, tumbling and rolling to end up stationary against the wall without actually striking it with any force.

This also spread them out a bit, with Bradl seizing the advantage and fighting off another challenge from Capirossi to make sure of fourth. Fifth was Capirossi's best-yet finish in his first 250 year. Cadalora faded to a disappointed sixth, complaining of a pain in his neck as well as a shortage of speed compared with the Aprilias.

Jochen Schmid was seventh, unable to match his qualifying performance on the sole works Yamaha, but five seconds ahead of the next group, which was led across the line by Herri Torrontegui, after a strong ride on the Lucky Strike Suzuki. The young Spaniard had started well and stayed ahead of not only Ruggia's Gilera, but also teammate Zeelenberg, who in any case dropped from 10th across the line to 22nd after the application of his one-minute penalty.

The last point went to Andy Preining's Aprilia, after the Austrian privateer had defeated Masahiro Shimizu's NSR Honda. There were 26 finishers, with Carlos Lavado 15th in the last race of a fine career.

125cc GP

The situation was simple. Gramigni had eight points over Gresini, so had to finish at least close to him. Waldmann and Gianola both had a mathematical chance of the title, but only if the others failed to finish.

Gramigni's Aprilia was on pole, but started as badly as possible - stalling on the line, and paddle-starting to get away near the back of the pack. He finished lap one back up in 10th, saying later: "It is a miracle that I didn't crash. I must have had 10 collisions that lap."

Gianola's Honda was in the lead from the start, trying for a breakaway and leaving Gresini in second, fending off Bruno Casanova (Aprilia) and Kinya Sakata (Honda). Then Casanova high-sided out on the third lap, almost at the same time as the demon Gramigni arrived with the leaders, and it wasn't long before Gianola's lead was dwindling.

At the same time, Gresini was falling victim to a persistent rear suspension malaise, and dropped away out of contention, to finish seventh.

Gramigni hit the front shortly before half-distance, only to be displaced at once by Martinez, whose Honda had tagged on to the back. Giro was also on his way on his Aprilia, setting fastest lap as he closed up, and the leading trio embarked on a battle to the flag.

As Gianola dropped away to finish eighth, Brazil GP winner Dirk Raudies pushed his Honda into the leading battle as well, and the race was open to the finish.

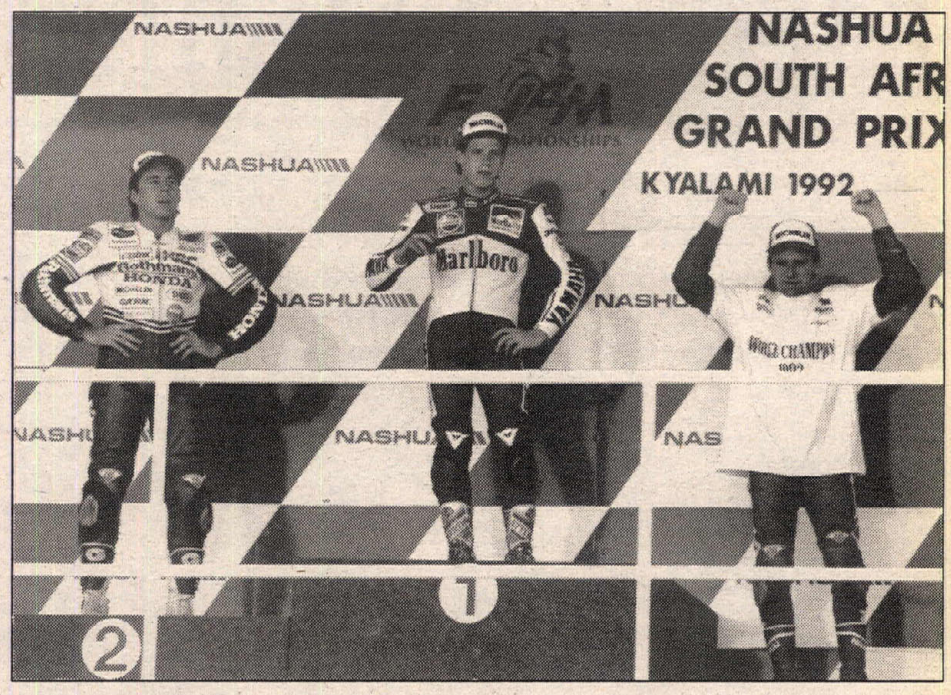
It was won by Martinez, with Giro seizing second on the last lap, and Gramigni fighting to the end - a good way of avoiding thinking about the championship. He beat Raudies over the line by less than half-a-second. Noburo Ueda was fifth, with Ralf Waldmann pushing through to take sixth.

Hans Spaan was ninth, with Oliver Koch taking the last point on his Honda. Non-finishers included crashers Wakai and Sakata, as well as Peter Oettl and Peter Galvin.

Thus Gramigni took the title for Aprilia, with Gresini second, early leader Waldmann third, and Gianola fourth. It had been a year-long battle of outstanding brilliance. **CN**

Luca Cadalora, Doriano Romboni and eventual 250cc GP winner Massamiliano Biaggi battle at Kyalami. Biaggi's win was the first of his promising young career.

(Left to right) Wayne Gardner was second in his final GP; John Kocinski won his second-career 500cc race; and Wayne Rainey secured a third title.



Results

125cc QUALIFYING: 1. Alessandro Gramigni (1:48.869); 2. Dirk Raudies (1:49.002); 3. Bruno Casanova (1:49.015); 4. Jorge Martinez (1:49.065); 5. Fausto Gresini (1:49.329); 6. Kinya Sakata (1:49.371); 7. Carlos Giro (1:49.521); 8. Ezio Gianola (1:49.595); 9. Noburo Ueda (1:49.627); 10. Ralf Waldmann (1:49.850): 11. Oliver Koch (1:50.082); 12. L. Bodelier (1:50.208); 13. Gabriele Debbia (1:50.308); 14. Michel Stief (1:50.317); 15. Oliver Petrucciani (1:50.338); 16. Hans Spaan (1:50.339); 17. T. Shimizu (1:50.468); 18. Noburuki Wakai (1:50.659); 19. Peter Oettl (1:50.760): 20. K. Wada (1:50.827); 21. G. Palmieri (1:51.390); 22. Heinz Leuthi (1:51.592); 23. Luis Alvaro (1:51.897); 24. Ari Molenaar (1:52.013); 25. M. Maritz (1:52.389); 26. Robin Appleyard (1:52.613); 27. Manuel Hernandez (1:52.862); 28. Hans Abold (1:52.723); 29. Mauro Vitali (1:52.795); 30. Julian Miralles (1:53.480); 31. Steven Patrickson (1:53.492); 32. Peter Galvin (1:53.785); 33. Johnny Wickstrom (1:53.789); 34. Alex Waibel (1:53.797); 35. Alec Bronec (1:54.589); 36. B. Crookes (1:59.205).

250cc QUALIFYING: 1. Helmut Bradl (1:42.056); 2. Pier-Francesco Chili (1:42.137); 3. Luca Cadalora (1:42.265); 4. Jochen Schmid (1:42.284); 5. Massamiliano Biaggi (1:42.306); 6. Loris Reggiani (1:42.545); 7. Doriano Romboni (1:42.619); 8. Loris Capirossi (1:42.958); 9. Wilco Zeelenberg (1:43.331); 10. Andy Preining (1:43.704); 11. Alberto Puig (1:43.712); 12. Jean-Philippe Ruggia (1:43.850); 13. Masahiro Shimizu (1:44.235); 14. Carlos Lavado (1:44.263); 15. P.V.D. Goorberg (1:44.337); 16. Eskil Suter (1:44.466); 17. Herri Torrontegui (1:44.710); 18. K. Kozono (1:44.786); 19. Bernd Kassner (1:44.791); 20. J.V.D. Goorberg (1:44.848); 21. Bernd Haenggeli (1:44.881); 22. M. Paetzold (1:44.921); 23. F. Protat (1:45.159); 24. Renzo Colleoni (1:45.290): 25. Luis D'Antin (1:45.320): 26. Adrian Bosshard (1:45.331); 27. Paolo Casoli (1:45.466); 28. M. Gallina (1:45.518); 29. B. Cazade (1:45.844); 30. J. Kuhn (1:46.352); 31. Yves Briguet (1:46.493); 32. Stefan Prein (1:46.634); 33. Ari Stadler (1:46.667); 34. G. Ramsay (1:46.977); 35. Harald Eckl (1:48.180).

500cc QUALIFYING: 1. John Kocinski (1:39.548); 2. Wayne Gardner (1:40.072); 3. Michael Doohan (1:40.180); 4. Wayne Rainey (1:40.222); 5. Kevin Schwantz (1:40.526); 6. Niall Mackenzie (1:40.945); 7. Doug Chandler (1:40.960); 8. Randy Mamola (1:41.113); 9. Alex Criville (1:41.289); 10. Peter Goddard (1:41.375); 11. Eddie Lawson (1:41.472); 12. Alexandre Barros (1:41.656); 13. T. Arakaki (1:41.904); 14. Juan Garriga (1:42.005); 15. Miguel DuHamel (1:42.544); 16. Juan-Lopez Mella (1:43.024); 17. Corrado Catalano (1:43.176); 18. R. Wood (1:43.179); 19. Dominique Sarron (1:43.536); 20. M. Wilson (1:43.772); 21. S. David (1:43.991); 22. Eddie Laycock (1:44.122); 23. Marco Papa (1:44.213); 24. Michael Rudroff (1:44.429); 25. Cees Doorakkers (1:44.553); 26. Kevin Mitchell (1:45.339); 27. Niggi Schmassmann (1:45.378); 28. Andreas Leuthe (1:45.620): 29. Peter Graves (1:45.636); 30. Simon Buckmaster (1:46.570); 31. S. Doppler (1:46.801).

125cc GP: 1. Jorge Martinez (Hon); 2. Carlos Giro (Apr); 3. Alessandro Gramigni (Apr); 4. Dirk Raudies (Hon); 5. Noburo Ueda (Hon); 6. Ralf Waldmann (Hon); 7. Fausto Gresini (Hon); 8. Ezio Gianola (Hon); 9. Hans Spaan (Apr); 10. Oliver Koch (Hon); 11. Michel Stief (Apr); 12. K. Wada (Hon); 13. Gabriele Debbia (Hon); 14. G. Palmieri (Gaz); 15. T. Shimizu (Hon); 16. Robin Appleyard (Hon); 17. Hans Abold (Hon); 18. Manuel Hernandez (Apr); 19. M. Maritz (Apr); 20. Mauro Vitali (Gaz); 21. Johnny Wickstrom (Hon); 22. B. Crookes (Hon); 23. Kinya Sakata (Hon); 24. Oliver Petrucciani (Hon); 25. Ari Molenaar (Apr); 26. Peter Galvin (Hon); 27. Steven Patrickson (Hon); 28. Alex Waibel (Hon); 29. Peter Oetll (Rot); 30. L. Bodelier (Hon); 31. Heinz Leuthi (Hon); 32. Alec Bronec (Hon); 33. Noburuki Wakai (Hon); 34. Luis Alvaro (Apr); 35. Bruno Casanova (Apr).
Time: 44 min., 2.803 sec.
Distance: 24 laps, 63.388 miles.
Average Speed: 86.347 mph.
Margin of Victory: 0.253 sec.
Fastest Lap: Carlos Giro, 1:48.687/87.483 mph, Lap 14.

250cc GP: 1. Massamiliano Biaggi (Apr): 2. Loris Reggiani (Apr); 3. Pier-Francesco Chili (Apr); 4. Helmut Bradl (Hon); 5. Loris Capirossi (Hon); 6. Luca Cadalora (Hon); 7. Jochen Schmid (Yam); 8. Herri Torrentegui (Suz); 9. J.P. Ruggia (Gil); 10. Andy Preining (Apr); 11. Masahiro Shimizu (Hon); 12. Eskil Suter (Apr); 13. Bernd Kassner (Apr); 14. K. Kozono (Hon); 15. Carlos Lavado (Gil); 16. J.V.D. Goorberg (Apr); 17. M. Paetzold (Yam); 18. Yves Briguet (Hon); 19. Bernd Haenggeli (Apr); 20. Adrien Bosshard (Hon); 21. Renzo Colleoni (Apr); 22. Wilco Zeelenberg (Suz); 23. Bernd Cazade (Hon); 24. P.V.D. Goorberg (Apr); 25. G. Ramsay (Yam); 26. J. Kuhn (Hon); 27. F. Protat (Apr); 28. M. Gallina (Yam); 29. Luis D'Antin (Hon); 30. Doriano Romboni (Hon); 31. Ari Stadler (Hon); 32. Harald Eckl (Apr); 33. Paolo Casoli (Yam); 34. Alberto Puig (Apr); 35. Stefan Prein (Hon).
Time: 44 min., 43.367 sec.
Distance: 26 laps, 68.671 miles.
Average Speed: 92.128 mph.
Margin of Victory: 4.567 sec.
Fastest Lap: Massamiliano Biaggi, 1:42.094/93.133 mph, Lap 15.

500cc GP: 1. John Kocinski (Yam); 2. Wayne Gardner (Hon); 3. Wayne Rainey (Yam); 4. Doug Chandler (Suz); 5. Kevin Schwantz (Suz); 6. Michael Doohan (Hon); 7. Alex Criville (Hon); 8. Niall Mackenzie (Yam); 9. Miguel DuHamel (Yam); 10. Juan Garriga (Yam); 11. T. Arakaki (Yam); 12. Corrado Catalano (Yam); 13. Juan Lopez Mella (Yam); 14. R. Wood (Yam); 15. M. Wilson (Yam); 16. Marco Papa (Cag); 17. Dominique Sarron (Yam); 18. Eddie Laycock (Yam); 19. Michael Rudroff (Yam); 20. S. David (Yam); 21. Niggi Schmassmann (Yam); 22. Peter Graves (Yam); 23. Andreas Leuthe (Yam); 24. S. Doppler (Yam); 25. Peter Goddard (Yam); 26. Cees Doorakkers (Yam); 27. Eddie Lawson (Cag); 28. Simon Buckmaster (Yam); 29. Kevin Mitchell (Yam); 30. Alex Barros (Cag); 31. Randy Mamola (Yam).
Time: 47 min., 00.729 sec.
Distance: 28 laps, 73.953 miles.
Average Speed: 94.384 mph.
Margin of Victory: 2.935 sec.
Fastest Lap: Wayne Gardner, 1:39.952/95.129 mph, Lap 25.

125cc WORLD C'SHIP POINT STANDINGS (FINAL): 1. Alessandro Gramigni (134/2 wins); 2. Fausto Gresini (118/1 win); 3. Ralf Waldmann (112/3 wins); 4. Ezio Gianola (1054 wins); 5. Bruno Casanova (96/1 win); 6. Dirk Raudies (91/1 win); 7. Jorge Martinez (83/1 win); 8. Gabriele Debbia (58); 9. Noburo Ueda (57); 10. Noburuyki Wakai (52); 11. Kinya Sakata (42); 12. Carlos Giro (39); 13. Hans Spaan (12); 14. Peter Oetll (10); 15. (TIE) Oliver Petrucciani/Oliver Koch (9); 17. A. Saito (8); 18. (TIE) T. Shimizu/K. Wada (5); 20. Y. Fujiwara (4); 21. Stefan Kurfiss (3); 22. Heinz Leuthi (1).

250cc WORLD C'SHIP POINT STANDINGS (FINAL): 1. Luca Cadalora (203/7 wins); 2. Loris Reggiani (159/2 wins); 3. Pier-Francesco Chili (119/3 wins); 4. Helmut Bradl (89); 5. Massamiliano Biaggi (78/1 win); 6. Alberto Puig (71); 7. Jochen Schmid (58); 8. Carlos Cardus (48); 9. Masahiro Shimizu (46); 10. Doriano Romboni (43); 11. Wilco Zeelenberg (39); 12. Loris Capirossi (27); 13. T. Okada (15); 14. N. Aoki (12); 15. Herri Torrontegui (11); 16. J.P. Ruggia (6); 17. Andy Preining (5); 18. (TIE) Noburuyki Wakai/Carlos Lavado (4); 20. (TIE) K. Nanba/Paolo Casoli (3); 22. (TIE) P.V.D. Goorberg/Bernd Haenggeli/Stefan Prein (2); 25. (TIE) Bernd Kassner/J.P. Jeandat (1).

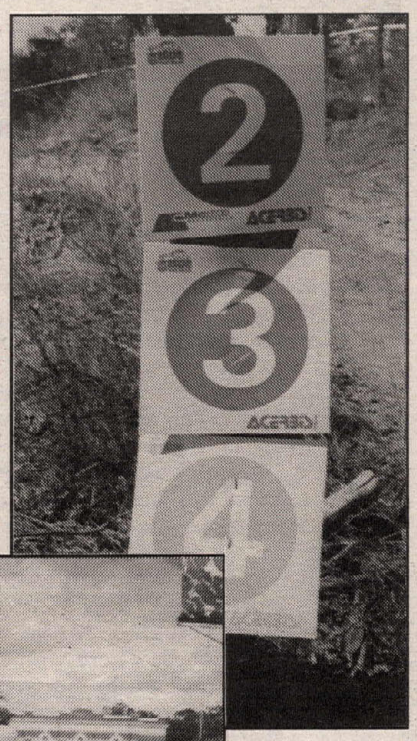
500cc WORLD C'SHIP POINT STANDINGS (FINAL): 1. Wayne Rainey (140/3 wins); 2. Michael Doohan (136/5 wins); 3. John Kocinski (102/1 win); 4. Kevin Schwantz (99/1 win); 5. Doug Chandler (94); 6. Wayne Gardner (78/1 win); 7. Juan Garriga (61); 8. Alex Criville (59/ 1 win); 9. Eddie Lawson (56/1 win); 10. Randy Mamola (45); 11. Niall Mackenzie (37); 12. Miguel DuHamel (34); 13. Alex Barros (29); 14. (TIE) Daryl Beattie/Peter Goddard (18); 16. S. Ito (10); 17. (TIE) K. Ohishi/Terry Rymer (6); 19. Corrado Catalano (5); 20. Eddie Laycock (4); 21. (TIE) T. Honma/Michael Rudroff (3); 23. (TIE) Jamie Whitham/N. Fujiwara/Dominique Sarron/T. Arakaki (2); 27. (TIE) Kevin Mitchell/S. Tsujimoto (1).

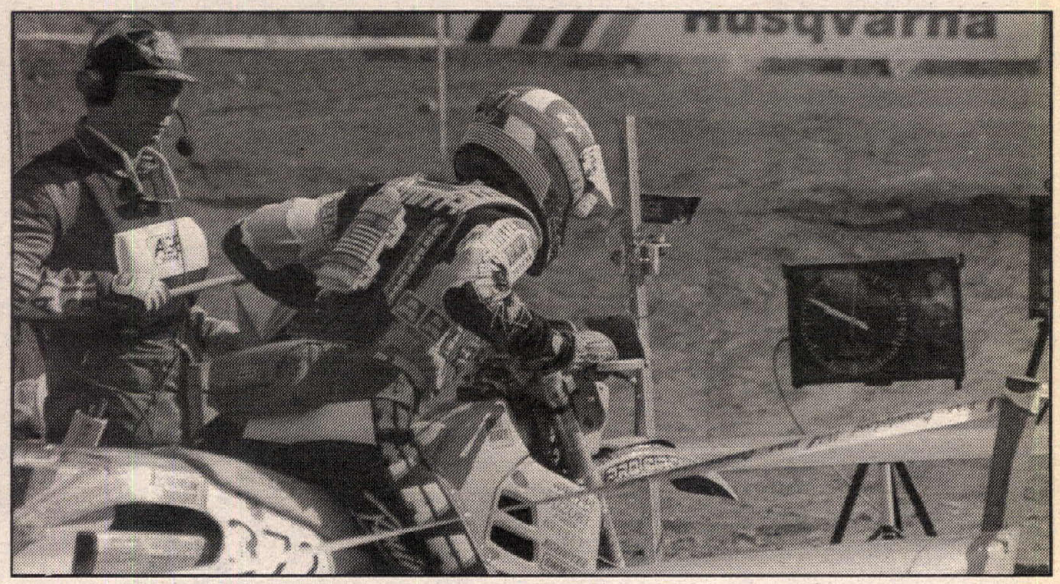
PICTORIAL 67th International Six Day Enduro

ISDE -Australia

Photos by Mike Klinger and Kit Palmer

The International Six Day Enduro, commonly referred to as the Olympics of Motorcycling, is one of the oldest forms of two-wheeled competition and is perhaps the most photogenic motorcycling event in the world. This year's ISDE was held for the first time in Australia and was won for the eighth time by Italy. Every year we come back with hundreds of photos from the Six Days, unfortunately we can't print them all. Here are some of our favorite shots taken Down Under.





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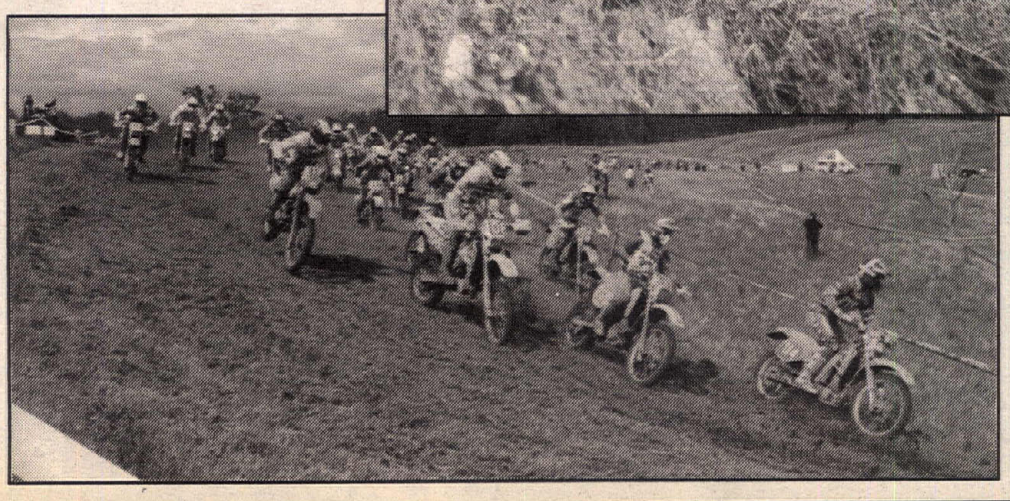

OFF-ROAD AMA National Hare Scrambles Series: Round 6

Having won twice in a row, Scott Plessinger now has a serious shot at the championship.

Jan Hrehor (left) and Duane Conner (right) battled for second; Conner prevailed.

Scott Summers and wrench Fred Bramblett discuss whether or not the defending champ should continue the race due to a painful and still-healing broken wrist.

Plessinger perseveres in Pennsylvania

By Randy Ross
Photos by Jim Talkington

HOOKSTOWN, PA, SEP. 6

Scott Plessinger had a plan. Prior to start of the race, the 1989 Hare Scrambles Champion said that he wanted to ride conservatively and intelligently. He planned to stay within striking distance of the leaders for the majority of the race, then go for it on the final two laps.

Plessinger stuck to his strategy, and it proved successful as he outlasted local favorite Duane Connor and Team Suzuki rider Jan Hrehor on the very difficult course for his second-straight win in the series.

After sitting out the previous round to let a broken wrist heal, defending champion Scott Summers decided to ride in Pennsylvania in hopes of keeping his points lead intact. The Honda XR600 rider came into the event with a 25-point advantage over Plessinger in the series standings, but Summers' wrist held him back to an uncharacteristic ninth overall. He now leads Plessinger by just seven points, 122-115, with four rounds remaining in the series.

The event was held at Beaver Valley Raceway in southwestern Pennsylvania, where track owner Tom Meyers and his crew set up a very technical nine-mile course. Spectators were in for a treat, as the riders descended from the surrounding mountains each lap to ride on several sections of the motocross track and on a grass track that was set up next to the pits. A driving rain storm two hours before the start of the race turned much of the track into mud and ruts, but the sun was shining before the first wave of riders left the start.

Competing in only his second-ever National Hare Scramble, Doug Blackwell was first off the line and led the way into the woods. The Kawasaki rider was trailed by multi-time National Cross Country Champion Ed Lojak and KTM/KRW Cycle/MS Racing/Metzeler/Arai-backed Plessinger. Summers was fifth into the woods.

By the end of the first lap, Plessinger and Summers had moved past the leaders to secure first and second respectively. Kawasaki-mounted Connor was riding strong in third place, despite the fact that he was still recovering from cracked ribs. Blackwell followed in fourth, but the top riders were so closely bunched that he was only seconds behind Plessinger. About 20 seconds back from Blackwell, Suzuki teammates Hrehor and Steve Hatch rounded out the top six overall.

On the second lap of the six-lap race, things began to get interesting. A mud hole preceding a difficult hill climb had been chewed up on lap one, and several riders started having problems there. The section, along with several other mudholes, dramatically affected the top spots over the next several laps. Some riders, including Suzuki four-stroke ace Mark Hyde, became so hopelessly stuck that they dropped out of the race and spent their free time pulling fellow riders from the mud.

At the completion of the second lap, Summers came through with over a one-minute lead on Blackwell, Hrehor and Hatch. Early leader Plessinger and Connor had both become victims of the hill.

"I got stuck on the hill with Plessinger," said Connor. "I tried to ride more conservatively after that. It was a tough race."

It took Plessinger three tries to clear the hill.

The mudhole troubles did not end with the completion of the second lap. On the very next circuit, both Summers and Blackwell got stuck and 250cc A rider Shad Rickets found himself leading the race after starting from the second row.

For the first five laps of the race, virtually every lead change took place on the killer hill, and lap four was no exception. Disaster struck Summers as he strained his still-healing wrist as he struggled to push his big Honda XR out of the mudhole.

"I got stuck so bad that it took three guys to get my bike out," said Summers. "Before the race, I felt fine and thought I could win. I thought my wrist was completely healed, but I guess I got a wake-up call. I didn't even want to ride those last few laps."

Summers stopped in the pits to have the wrist re-taped, and after discussing the situation with his mechanic Fred Bramblett, he decided that he would continue the race and try to salvage a top-10 finish and earn some valuable points.

Plessinger and Connor showed that perseverence pays off, as they completed lap four in a close battle for the lead after being all but out of the race just two laps earlier. They were followed some distance back by Hre-

hor, Hatch, Ricketts, Blackwell and an obviously hurting Summers.

By this time things were drying out on the big hill, and the race to the finish would be decided by speed rather than luck. Plessinger stayed out front through the final two laps to the finish, eventually opening up a lead of over a minute. Lap six did not go without incident for Plessinger, however, as he was stung by a bee and had to complete the race in pain.

"I started to feel sick," said Plessinger. "This (win) wasn't easy."

The real battle was for second place, between Hrehor and Connor. The duo swapped positions a number of times and were within a couple of bike-lengths of each other with just one and a half miles to go, but then Hrehor got out of shape on a slippery uphill and lost contact with Connor. Connor eventually crossed the finish line with the runner-up spot secured, while Hrehor recovered to finish third.

"The course was very hard and very slippery," said the Czechoslovakian Hrehor, whose English is rapidly improving.

Hatch rode the last couple of laps alone in fourth, maintaining that position to the finish. Ricketts and Blackwell followed in fifth and sixth, respectively, with Ricketts' commendable ride from the second row also earning him the win in the 250cc A class.

Summers struggled to the finish in ninth overall, earning enough points to maintain first place in the point standings.

"I don't think I did any damage to it (the wrist), but it sure was hurting," said Summers. "We've got another National next weekend and a cross country the week after that, so there's a lot of pressure for my wrist to perform."

In other action, Rick Kresic came out on top of a race-long battle with Tommy Harris to win the Vet A class, and Jared Green scored the Four-Stroke A class win over Dwight Rudder and Don Bohn. Jeff Lauth topped the very competitive 200cc A class.

One particularly heroic ride was turned in by Wes Ault, who was competing despite a freshly broken right wrist, plaster cast and all. Unable to operate his Yamaha's throttle, Ault mounted an ATV-type thumb throttle and survived three hours on the brutal course to finish in third place in the Vet B class. CN

Results

O/A: 1. Scott Plessinger; 2. Duane Connor; 3. Jan Hrehor; 4. Steve Hatch; 5. Shad Ricketts; 6. Doug Blackwell; 7. Jeff Murgel; 8. Ron Palerno; 9. Scott Summers; 10. Jeff Lauth; 11. Robert Patterson; 12. Richard Kresic; 13. Brian Keegan; 14. Jared Green; 15. Robert Bennett.

AA: 1. Plessinger; 2. Connor; 3. Hrehor; 4. Hatch; 5. Blackwell; 6. Summers; 7. Chris Caplinger; 8. Kevin Bennett; 9. Kelly Getz; 10. Edward Lojak.

OPEN A: 1. Palerno; 2. Kenneth Johnson; 3. Terry Gilliland; 4. Dave Rafferty; 5. Greg Holden.

250 A: 1. Ricketts; 2. Jeff Murgel; 3. Robert Patterson; 4. Leigh Letellier; 5. Brian Keegan.

200 A: 1. Jeff Lauth; 2. Robert Bennett; 3. Josh Lojak; 4. Curtis Bardonner; 5. Chad Froman.

VET A: 1. Richard Kresic; 2. Tommy Harris; 3. Michael Holbert; 4. Gary Adams; 5. Mike McCarren.

SR A: 1. Joseph Lojak.

S/SR A: 1. Emmett Cox; 2. Robert Caplinger.

4-STRK A: 1. Jared Green; 2. Dwight Rudder; 3. Don Bohn.

OPEN B: 1. Shawn Brell; 2. Doug Triponey; 3. Lawrence Huffman; 4. Craig Goenner; 5. Daniel Palerno.

250 B: 1. Clint Bardonner; 2. Brian Pepka; 3. Gary Horton; 4. Scott Phillips; 5. Ralph Geiss.

200 B: 1. Robert Stock; 2. Anthony Glasso; 3. Cory Mick; 4. Rick Shrontz; 5. Chuck Woodford.

VET B: 1. Jeff Lane; 2. Donald Bigley; 3. Wes Ault; 4. John Bradley; 5. Andrew Wells.

SR B: 1. Jim Wojanis; 2. Steve Zoybicki.

S/SR B: 1. Chuck Argentine.

4-STRK B: 1. Perry Peters; 2. Fred Rozenich; 3. Tom Hawks.

WOODS: 1. John Bennett.

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES POINT STANDINGS: 1. Scott Summers (122); 2. Scott Plessinger (115); 3. Duane Connor (100); 4. Jan Hrehor (58); 5. Shad Ricketts; 6. Jimmie Eriksson (50); 7. Doug Blackwell (40); 8. Robert Patterson (41); 9. Frank Keegan (38); 10. Kurt Hough (34).

125/500 Pro-National

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HARE SCRAMBLES • SIGN-UP 8 - 10 a.m.: RACE 12 NOON

FLAT TRACK • SIGN-UP 10 - 12 a.m.: PRACTICE 12 NOON: RACE 1 p.m.

SUPERCROSS • SIGN-UP 4 - 6 p.m.: PRACTICE 5 p.m.: RACE: 7 p.m.

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INTERVIEW Tommi Ahvala

Long time coming

By Michael Snyder
Photos by Donn Maeda

Five years may not seem like a long time to some, but for Tommi Ahvala it was an eternity. The quiet, but friendly Finnish rider pursued his dream of becoming the Observed Trials World Champion for five seasons before making it a reality in the hills surrounding Watkins Glen, New York, at the 1992 series finale.

On September 5, Ahvala dethroned reigning champion Jordi Tarres of Spain and became the first Finnish World Champion since Yrjo Vesterinen last wore the crown in 1978. Two days after Ahvala secured the title, the factory Aprilia rider led his country's team to fifth overall at the Trials des Nations, and along the way notched the overall individual win at the prestigious event.

Cycle News caught up with Ahvala shortly after he clinched his championship, and — though there was a slight language barrier — managed to find out what makes the 19-year-old tick.

You have been steadily improving each year, and found yourself in contention for the title this season. Were you surprised by your recent success, or did you expect to win the title this year?
Actually, in the beginning of the year I was thinking that it would be very difficult to win this year because both Diego Bosis and Jordi Tarres were going very strong, as well as new riders like Marc Colome and Amos Bilbao. I was figuring that a repeat of my second position would be very good this year. At the halfway point of the season, I realized that I might be able to claim the championship because I was always in either first or second position to that point, and I was leading the World Championship. I was thinking that maybe this year was my year. Then I made a very bad mistake in the next round and I lost everything that I gained in the previous six rounds. After the next three rounds, I was very far away from Jordi in the points standings, who was leading by 12 points.

Then came two very difficult competitions and I did very well at those events. When we came to Canada, we were in a zero points situation like at the beginning of the season. I decided to clear everything else out of my head and concentrate 100% for the championship during the two-month layoff of competition.

In Canada, I managed to do a very good competition and take a seven-point lead in the standings. It was a little bit easier to come to America, but at the same time difficult, because seven points is really nothing. I was very nervous yesterday (at the final round), but I managed to do it.

What do you feel happened to Jordi Tarres this year?
I think he is riding at the same skill level as last year, but myself and some of the other riders have risen. Our way of working has become a little more professional, and the bike has become better as well. The way I practice, and my method of doing this work has improved. I feel that is the biggest reason why we have caught up to Jordi, and I have passed him.

Instead of supporting a team of riders, Aprilia decided to sponsor only you as a full works rider this year. How has that affected you, in terms of being alone with the development of the bike, and having no teammate to share information with?
On one hand, it was better, but on the other, it was worse. It was easier for me because everything I decided to change or do to the bike, the factory did right away. We didn't have to make any compromises. Before, if I wanted to change something on my bike, they would have to ask the other riders for their opinion as well. Now, when the factory tests things all the attention is on me and my concerns, which is good.

The bad thing is that I have to be responsible for the results, so if good results are not coming I carry the pressure alone. As long as I do well, it's a much better situation for me.

What have been your best and worst rides of this season?
The worst would have to be Andorra in the middle of the season. I think the best one was in France, I think it was the fifth race. There I was much better than all the other riders and I managed to make that course only zeros or ones; nothing else was a very good ride on that day. The American round, yesterday, was also a very good ride for me as I was under a lot of pressure and I managed to make very good results anyway.

There seems to be a problem with some of the events claiming a lot of the riders on time penalties this year. Why is that?
Because the sections have become longer and longer, where two years ago, the sections only had one or two difficult points. Now, they make the sections much harder with five or six hard parts, so the riders have to concentrate in each section longer and it takes a much longer time to trial a section.

Normally the North American rounds are held earlier in the season, but this year they were the last two rounds. Do you like them better earlier or later in the season?
I prefer earlier because when we compete in Europe we always know how the organization of a particular event is, but now when we came over here for the last competition, the previous round in Canada had some very bad and dangerous sections, as well as very bad organization. To decide a World Championship at events like these isn't fair to all concerned. I was really worried that the American round would be the same as that, but I was happy because I found that the organization and sections were very good. I think for a place where they don't know the level of the top riders and we don't know their organization, that event should be at the beginning of the season, where it wouldn't be a factor if a points situation happens like it did this year.

What happened in Canada that caused so much controversy at the last round?

It was a very difficult race. There were many, many very demanding sections, as well as many crashes. This is the reason that many of the riders had problems there. They said that the event was 10 miles, but I felt that it was at least double that, and there were no roads between the sections so all the transfers were in the forest, which made us take a lot of time just to drive the course.

I think that we should compete in places like America, Japan or Africa, where there are no top-ranked riders, because that is the only way to gain interest in the sport when the people come out and see what we can do at our level. If we just stayed in Europe it wouldn't be very interesting, and it couldn't (accurately) be called a World Championship. We have to ride in these countries so we can gather interest in trials and it can grow, which would be beneficial to everyone involved with the sport.

How many years do you have left in your contract with Aprila?

I have one more year on my contract.

Is there any truth to the rumor that both Honda and Yamaha are looking to buy out your contract with Aprilia and sign you up to compete in next year's series?

I read in one motorcycling newspaper that I would be riding for Yamaha next year, but I think the only mistake that they make is that they (Yamaha) didn't tell me about it. Of course it is good that there is interest from other teams, but I am very content with Aprilia and happy with the work that the factory put forth for my championship quest, as well as providing me with a very competitive bike.

While trials is largely an amateur sport in America, with only National Champion Ryan Young making a living at it, Europe is a whole different story. What can a top rider like yourself do financially, especially after winning the Championship?

It's probably much less than you think. There is a lot of interest (in trials) in Europe, but nowhere near what the Grand Prix car and motorcycle drivers make in their particular profession. In my case, I live in Finland and have to travel great distances to compete in the World events, and my expenses are very huge with the traveling and the salary for my personal mechanic. I am paid one lump sum by the factory, from which I handle my day-to-day operations. At the end of the year I am able to save enough to live comfortably and put some into the bank for the future, but not as much as you think. (*It is rumored that both Tarres and Ahvala make close to $2 million per year . . . Editor*).

There have been a lot of complaints of the World rounds being too hard, and that only a handful of riders can clean the sections now. Some people claim that this is actually hurting the sport for new blood because potential riders enter and are intimidated by the difficulty of the event. What do you think about this, and what do you think will encourage more riders to compete in the European events?

I personally like difficult sections, and we need those for the top riders to see who is the best. The trials sport has become much more difficult in the past three years, but we have a European Championship Series where the level is lower and the sections are much easier, so the riders can enjoy themselves better and progress at an easier pace. I think that we may need two different categories, like a sportsman level as well as a professional league, so the top riders can still see who is

Continued on page 31

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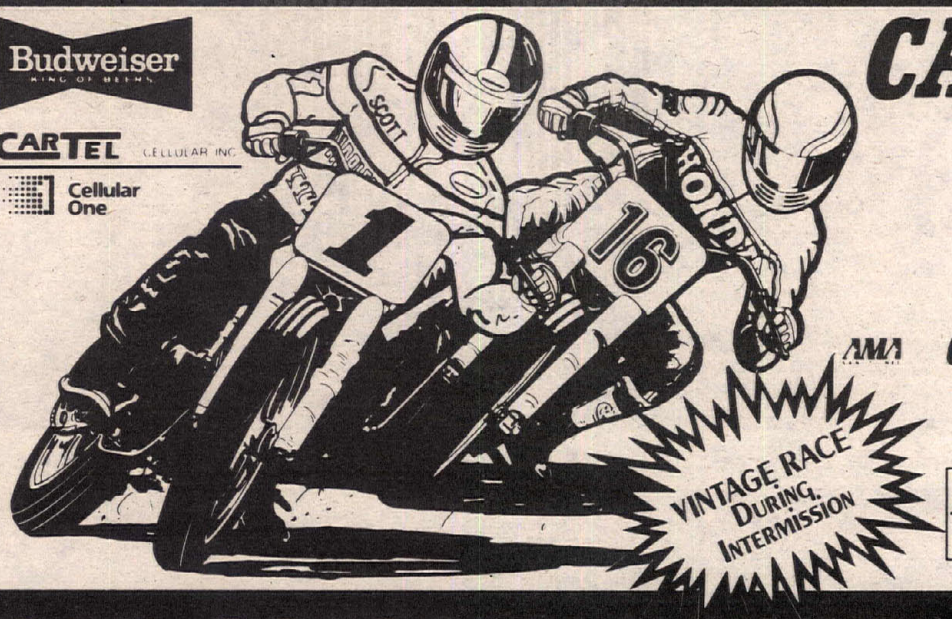
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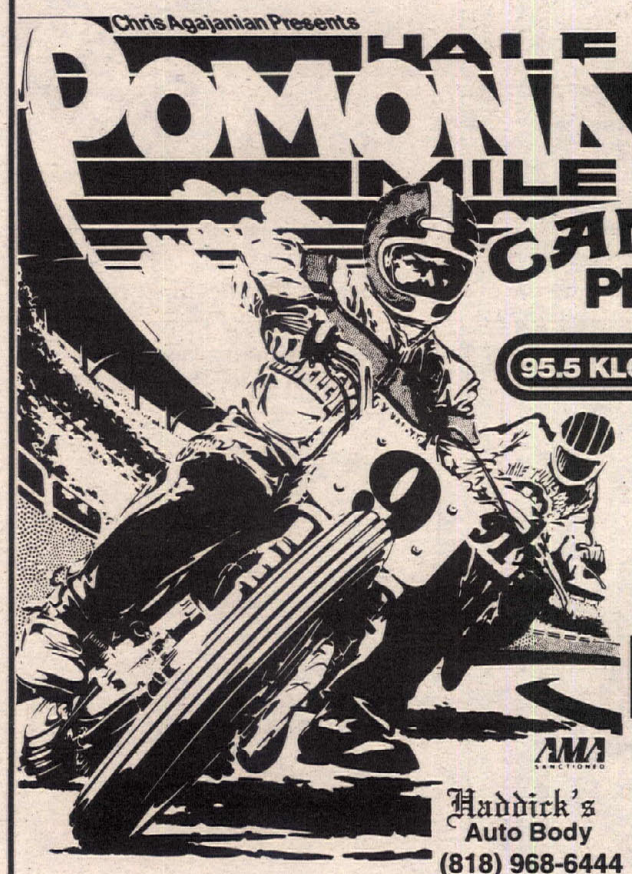
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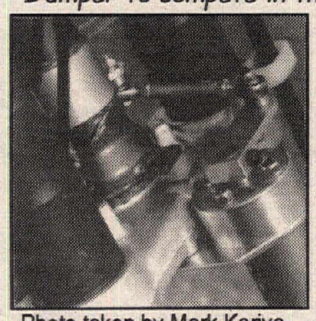
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MOTOCROSS CMC Valvoline Trans-Cal Nationals: Round 1

Chris Ridgeway (181) led Damon Huffman (30), Kyle Lewis (71), Larry Brooks (43) and Donald Upton (632) into turn one.

Bobby Bonds (129) took advantage of a mistake by Joshua Cartter (91) to score the overall win in the 80cc Beginner class.

Ryan Carlisle (21) and Craig Decker had a heated battle in the 250cc Pro class.

Damon Huffman was impressive, winning both 125cc Pro class motos.

Huffman hauls in Glen Helen win

By Terry Judd

SAN BERNARDINO, CA, AUG. 6

Team Suzuki's Damon Huffman was all business at the opening round of the CMC Valvoline Trans-Cal Nationals, as the quiet 16-year-old stormed away with two convincing moto wins in the 125cc Pro class. Over 500 anxious racers showed up to compete at Glen Helen OHV Park, no doubt attracted by the large contingencies posted by Yamaha, Suzuki, Kawasaki and Honda.

After Suzuki/Answer/Cycle Engineering/Shoei/Designs in Motion/Oakley/VP-sponsored Huffman bested 33 other riders in the 125cc class, he returned in the 250cc Pro class and turned in a strong second-place finish behind winner Kyle Lewis.

Huffman was the fastest out of the gate in the first 125cc Pro moto, and led the charge through the fast first turn. Lewis held down second aboard his Noleen Yamaha, while On the Line Racing's Erik Kehoe sat in third. Slowly but surely, Huffman began to inch away from the field and established a healthy lead that he would maintain to the finish.

"I got a great start and was able to pick all of the best lines," said Huffman. "I just tried to stay smooth and consistent."

Lewis maintained most of the eight-lap moto, at times enjoying a five-second lead over Kehoe, who in turn had his hands full with a charging Larry Brooks and Donald Upton. Kehoe came to life at the halfway point and closed the gap on Lewis.

"It took me a while to get my rhythm going, but once I did I felt pretty good," said Kehoe.

Kehoe pulled alongside Lewis several times on the fifth lap, but each time found the door slammed shut. It wasn't until the sixth lap that Kehoe found the push to motor into second. Kehoe zapped Lewis in the back section of the track and held onto the position to the finish. Lewis settled for third, while Brooks and Upton finished third and fourth, respectively.

"I slipped up in a turn and Kehoe snuck past, but it won't happen in moto two," said Lewis.

Huffman grabbed his second holeshot of the day in moto two, but enjoyed the lead for only a few turns before Mike Chamberlain blasted past. Mike Healy followed suit, and smoked past Huffman and into second.

Healy, who has spent the past few years in Europe campaigning the World Championship 250cc MX Series, returned to his home in Costa Mesa a few weeks earlier and was aboard a Pro Circuit-sponsored Suzuki RM125. Healy motored past Chamberlain before the first lap was completed, but did a picture-perfect "flying W" in the whoop section.

"I hit a whoop wrong and just about went over the bars," said Healy. "I just held on real tight and somehow saved it,"

Healy managed to maintain the lead, but only temporarily. Huffman had blazed past Chamberlain and set out after Healy. On the third lap, Huffman blasted past the older, more experienced Healy and assumed the lead for good. Once into the lead position, Huffman pulled out to a comfortable advantage over Healy, who in turn held on to second. Lewis finished a distant, but consistant third.

"I just came out for fun," said Healy. "It's nice to be home in California after spending so much time overseas."

Huffman was unchallenged for the overall win, while Lewis' 3-3 finishes edged Healy for second overall. Kehoe and Brooks rounded out the top five finishers.

Huffman and Lewis traded moto wins in the 250cc Pro class, but it was Lewis who topped the second and deciding moto. Noleen Yamaha/Yoko/Arai-sponsored Lewis earned the winner's share of the purse, while Huffman settled for second. Kawasaki Team Green's Craig Decker finished third overall, ahead of Tony Amaradio and Ryan Carlisle.

In the ever-popular 80cc Beginner class, Bobby Bonds captured the overall win with consistent finishes. In

the first six-lap moto, Joshua Cartter grabbed the holeshot and went on to lead every lap to the finish. Bonds motored into second after a lackluster start and pressured Cartter through the final two laps, but was never able to find a way past.

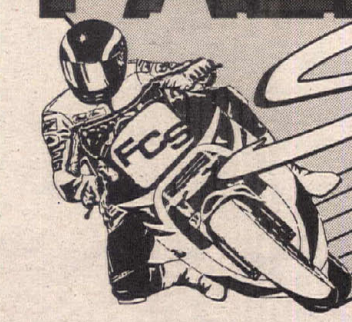
Moto two saw Sean Hambein grab the holeshot, but Cartter scooted past on the opening lap. Trent Bragg also passed Hambein, who had his hands full with D.J. Blasko.

Bonds suffered a terrible start and began to work his way through the field. The real excitment began on the last lap, which saw Bragg drop back to 14th. Cartter got stuck in a rut and allowed three riders — including Bonds — to sneak past. Bonds assumed the lead and went on to score the moto and overall wins. Second went to Hambein, while Nick Norton and Cartter rounded out the top four. CN

Results

P/W STK BEG: 1. William Hammon (Yam); 2. Paul Nunez (Yam); 3. Nathan Pamintuan (Yam); 4. Ty Morrow (Yam); 5. Mike Beaver (Yam).
P/W STK JR: 1. Jason Ciarletta (Yam); 2. James Thompson (Yam); 3. Ray Perez (Yam); 4. Cale Wallace (Yam); 5. Ryan King (Yam).
P/W MOD: 1. Jason Ciarletta (Yam); 2. Dylan Lord (Yam); 3. Cale Wallace (Yam); 4. James Thomson (Yam); 5. William Hammon (Yam).
60 0-8: 1. Bobby Bonds (Kaw); 2. Michael Blose (Kaw); 3. Bryan Allen (Kaw); 4. Dylan Lord (Kaw); 5. Dave McFarland (Kaw).
60 9-11: 1. Monte Montague (Kaw); 2. Boby Couse (Kaw); 3. Billy Payne (Kaw); 4. Jonathan Shimp (Kaw); 5. Eddie Frechette (Kaw).
80 BEG: 1. Bobby Bonds (Suz); 2. Joshua Cartter (Kaw); 3. Sean Hamblein (Kaw); 4. Nick Norton (Suz); 5. Mike Harris (Suz).
B/W 80 : 1. DJ Blasko (Kaw).
80 JR: 1. Monte Montague (Kaw); 2. Robby Couse (Kaw); 3. Terrance Malan (Suz); 4. Erik Helma (Kaw); 5. Chad Norton (Kaw).
80 INT: 1. Doug Parsons (Suz); 2. Dustin Nelson (Suz); 3. Jiri Dostal (Suz); 4. Dylan Guthrie (Suz).
80 EX; 1. Travis Preston (Hon).
80 OPEN: 1. Robby Couse (Kaw); 2. Monte Montague (Kaw); 3. Michael Young (Suz); 4. Nick Beaver (Hon).
125 BEG DIV 1: 1. John Conrad (Yam); 2. Eddie Staab (Suz); 3. Eric White (Suz); 4. Vito Valentini (Suz); 5. Jon Horstman (Hon).
125 BEG DIV 2: 1. Micah Clark (Kaw); 2. Scott Minister (Suz); 3. Rob Anderson (Yam); 4. Jordan Leiberman (Hon); 5. Chris Triquenos (Suz).
125 JR DIV 1: 1. Eric Schnell (Suz); 2. Greg Yearsley (Yam); 3. Ryan Carroll (Hon); 4. Chuck Enscoe (Suz); 5. Travis Louther (Yam).
125 JR DIV 2: 1. Marcu Bunch (Hon); 2. Rick Elrod (Suz); 3. Joshua Amaradio (Yam); 4. Cory Seivers (Suz); 5. Shaun O'Brien (Suz).
125 INT: 1. Greg Schnell (Suz); 2. Jason DePatto (Hon); 3. Shay Fretwell (Suz); 4. Lex Malan (Suz); 5. E.J. Wright (Suz).
125 PRO: 1. Damon Huffman (Suz); 2. Kyle Lewis (Yam); 3. Mike Healy (Suz); 4. Erik Kehoe (Hon); 5. Larry Brooks (Yam).
250 BEG DIV 1: 1. Bob Shimp (Suz); 2. Mike Davis (Yam); 3. Scot Pemberton (Yam); 4. Bret Milan (Yam); 5. Eddie Staab (Suz).
250 BEG DIV 2: 1. Bryan Lamborn (Hon); 2. Jordan Leiberman (Suz); 3. Axel Mirich (Kaw); 4. David Stanton (Kaw); 5. Dean Dodson (Hon).
250 JR: 1. Kenny Maddux (Yam); 2. Chris Wheeler (Yam); 3. Bob Phillips (Hon); 4. Jason Matthews (Yam); 5. Chris Valdez (Suz).
250 INT: 1. Lex Malan (Suz); 2. Shey Fretwell (Suz); 3. Todd Mitchell (Suz); 4. Chris Lance (Yam); 5. Erik Anderson (Suz).
250 PRO: 1. Kyle Lewis (Yam); 2. Damon Huffman (Suz); 3. Craig Decker (Kaw); 4. Tony Amaradio (Kaw); 5. Ryan Carlisle (Kaw).
500 BEG: 1. Ken Davidson (Hon); 2. Bob Swein (Kaw).
500 JR: 1. Steve Rasmussen (Kaw); 2. Todd Broussard (Kaw); 3. Steve Akers (Hon); 4. Danny Stymacher (Hon); 5. Dave Westfall (Hon).
500 INT: 1. Kelly Pichel (Kaw).
500 PRO: 1. Tony Amaradio (Kaw); 2. Donald Upton (Hon); 3. Greg Zitterkopf (Kaw); 4. Rex Staten (Hon); 5. Tim Telford (Kaw).
UTH JR: 1. Jim Cobham (Yam); 2. Mark Brooks (Suz); 3. Philip Wurster (Yam); 4. Paul Wright (Yam); 5. Rich Barton (Yam).
UTH INT: 1. David Zalut (Yam); 2. Eddie Davis (Yam); 3. Tony Seckman (Yam); 4. Merle Hammer (Yam); 5. Robert Sheldon (Yam).
UTH EX: 1. Chris Lance (Yam); 2. Chris Radzinski (Yam); 3. Rod Richardson (Yam); 4. John Zahrt (Yam); 5. Kenny Zahrt (Yam).
VET JR: 1. Bob Shimp (Suz); 2. George Thompson (Yam); 3. Mark Stroup (Yam); 4. Larry Johnson (Yam); 5. Larry Watkins (Kaw).
VET INT: 1. Fritz Schlegal (Yam); 2. Terry Varner (Yam); 3. Jim Harris (Hon); 4. Mark Brooks (Suz); 5. Mark Brooks (Suz).
VET MSTR: 1. Rod Richardson (Yam); 2. David Zahrt (Yam); 3. Robert Sheldon (Yam); 4. Rob Petrin (Yam); 5. Mark Cook (Yam).
VET PRO: 1. Rex Staten (Hon).
OT JR: 1. Mark Graham (Hon); 2. Dan Fields (Yam); 3. Ron Seivers (Kaw); 4. Jim White (Yam); 5. GQ Larry Kirsch (Hon).
OT INT: 1. David Chun (Yam); 2. Mark Cook (Yam); 3. Rich Hansen (Hon); 4. Jim Lavorci (Yam); 5. Bob Dunham (Yam).
OT MSTR: 1. Jon Miller (Yam); 2. Robert Fortier (Hon); 3. Gary Doggett (Hon); 4. Terry Judd (Yam); 5. Adrian Mesa (Yam).
WMN: 1. Jeniffer Hawley (Yam); 2. Jodi Hollow (Suz); 3. Stacey Bremmer (Yam).

FALL CYCLE Scene



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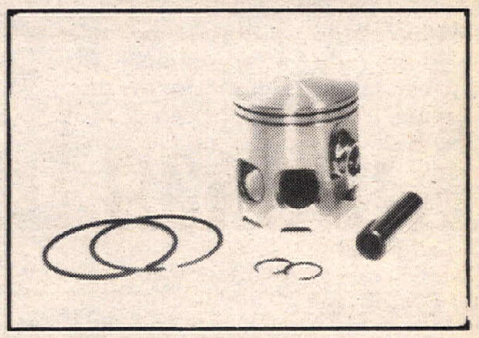

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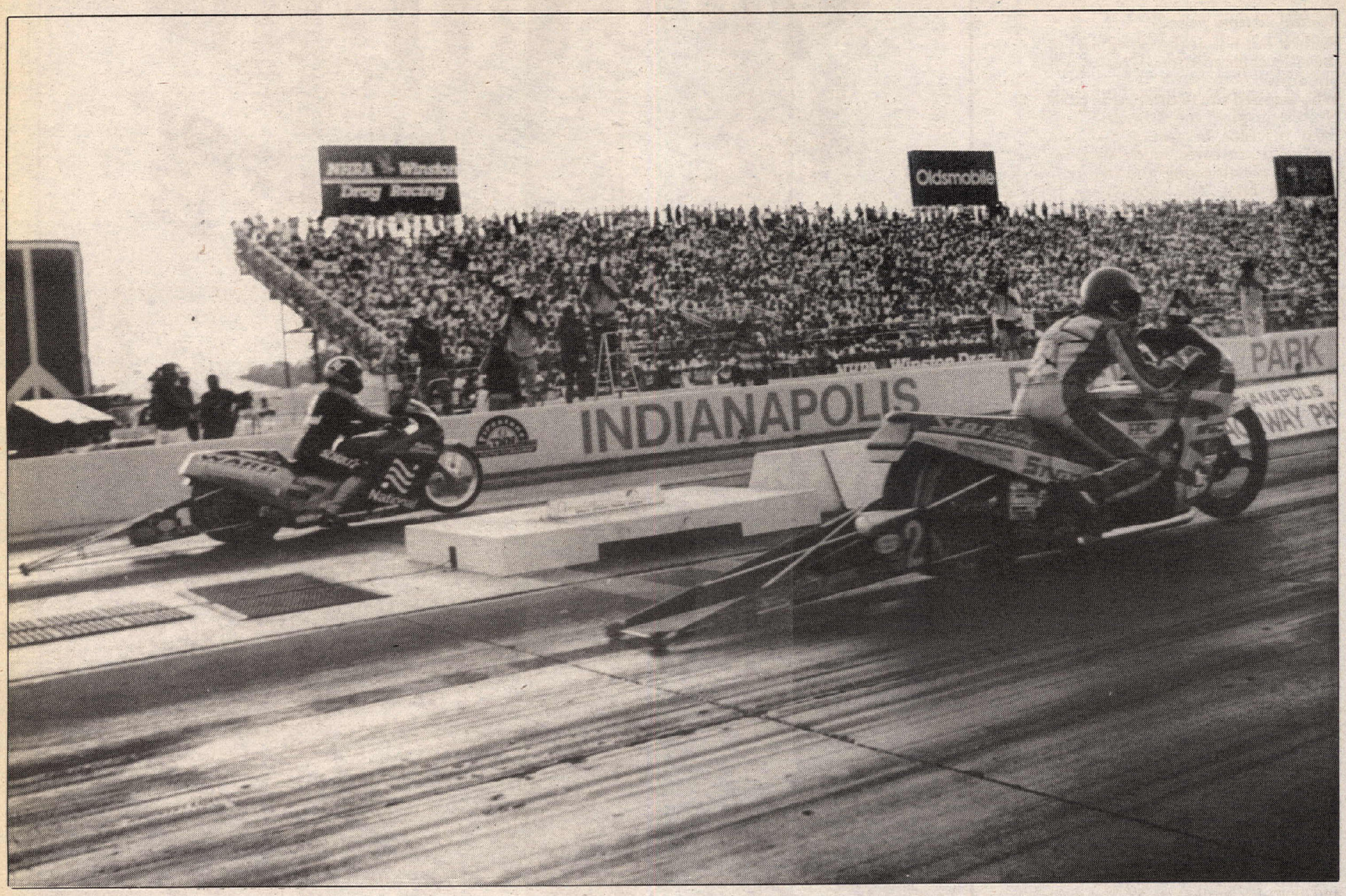

Dave Schultz (far lane) put an end to John Myers' (2) perfect season and five-race win streak when Myers suffered a rare poor start in the Pro-Stock final.

Schultz wins, ends Myers' streak in Indy

By Todd Veney

INDIANAPOLIS, IN, SEPT. 3-7

John Myers, usually unflappable under pressure, couldn't have lost his concentration at a more critical moment.

His five-race/18-round winning streak ended at the last place he wanted it to happen, the last place anybody thought it would — right on the starting line at Indy in the Pro Stock final of drag racing's most prestigious race, the U.S. Nationals.

For once, Myers, who has been flawless all year and was on the verge of clinching the NHRA Championship as early in the season as anyone ever has, wilted in the clutch against arch-rival David Schultz.

While Schultz sat upright awaiting the green light, Myers dumped the clutch and hunched down for the ride, knowing it was over the whole way downtrack. As he passed the Christmas tree, he turned his head away, toward the right guardwall, unable to stare at the red light that signaled his disqualification.

Even before Myers hit the finish line, Star Racing team owner George Bryce shrugged his shoulders, looked at everyone around him and said, "Hey, it happens." As a former rider and 1984 U.S. Nationals champion, he knows.

Schultz proved himself a worthy winner with a 7.81-second/175.91-mph charge, the quickest elapsed time of eliminations and fastest top-end speed of the entire five-day marathon.

It was the fourth time since 1987 that Schultz, the soon-to-be dethroned NHRA Champion, had won the event. "This is the one we all want to win," Schultz said, moments after the anticlimactic final, after his completed weigh-in had made it official. "You never get tired of winning this race, and it gets better every time." He also won in 1987, 1988 and 1990.

Schultz's clutch 7.81 in the last round was strong, but nothing compared to his number one qualifying run of 7.73 seconds that just missed Myers' 7.72-second Indianapolis Raceway Park record elapsed time from 1991.

It's still only one-hundredth quicker than the all-time 7.74-second mark established by Myers in the torch-passing 1989 Indy final against eventual '89 NHRA Champion "Pizza John" Mafaro. It was Myers' first major victory, and he has yet to relinquish control of Pro Stock, coming within one round in 1991 of winning every championship in the '90s.

Of course, none of that helped in the crucial seconds after the finalists staged with Indy '92 on the line. Myers knew he couldn't afford to be late, as close as they had been running.

His George Bryce-prepped Star Racing Katana and Schultz's borrowed, two-year-old Suzuki GSXR, sponsored for one race only by National Car Rental, ran with hundredths of a second of one another throughout eliminations.

Besides Schultz, who led the race from wire to wire, and Myers, who began and finished it in second place, everyone in the late rounds started near the top. Number three and four qualifiers Jim Bernard and Byron Hines were the semi-finalists; six of the top seven riders made the second round.

Bernard, the defending U.S. Nationals Champion, Hines, and Ron Ayers threatened Schultz and Myers on race day, but a final-round showdown between the sport's two best-known Pro Stock riders never seemed in doubt.

It was the outcome of that final that was so much in doubt, especially after the finalists' identical performances in the three preliminary rounds.

Schultz pounded 16th and last qualifier Keith Gray in the first round with a 7.85/168; Myers was right with him in a 7.84/171 to 8.08/162 win over Hector Arana.

The arch-rivals both ran 7.82s on their winning second-round runs, with Schultz eight-thousandths of a second quicker, 7.820/172 to 7.828/171.

Myers earned lane choice for the final with a slightly quicker semi-final time, 7.82/170, against Bernard's 7.86/170. Schultz was one-hundredth of a second back at 7.83/169, his defeat of Hines' 7.90/165.

They made virtually the same run in the final — 7.81 to 7.83 favoring Schultz — and had Myers not fouled, they'd have been locked side by side the length of the strip. As it was, Myers' ill-gotten head start left him with a deceiving lead.

It ruined what would have been the perfect ending to a perfect weekend, the highlight of Myers' nearly perfect season.

After Friday's qualifying, Myers was honored in a downtown Indianapolis hotel as a member of Car Craft magazine's All-Star Drag Racing team. The next day, he won the Wax Shop Pro Bike Dash, an invitation-only, all-star race held in conjunction with U.S. Nationals qualifying. It paid $7500, three times the NHRA prize money for winning the U.S. Nationals title.

But with all the trappings that go with winning Indy, Myers no doubt would have given up the award and the money for the overall win. CN

Continued from page 27

the best but not at the expense of the lower-level competitors. That may be one answer.

Who inspired you to compete in trials?

No one inspired me. I became interested in trials because it isn't just driving, it involves much thinking, physical conditioning and maintaining your bike. The sport keeps me interested. Even though I am now World Champion, there is always something that I can do better next year, so that is why I like trials very much.

Being a full-time contracted rider, do you have a full-time trainer that helps you with physical conditioning and your diet, or do you train on your own?

Of course the team would help steer me in the right direction when I asked questions about these things, but up until yesterday, I have made my own decisions and I didn't have any special diet, usually eating normal food but always checking fat content and other ingredients. I also have my brother Jommi, who is staying all year with me. We will be setting up a training as well as a dietary plan for me over the winter during the off-season.

Did you come up through the bicycle trials ranks, like many of your competitors did?

No. I have always had a motorcycle since I was six years old. I've had a little practice with bicycles, but you could say 99% of my experience is with a motorcycle.

Which do you prefer, stadium trials or the more traditional outdoor series?

I don't have a preference to either one of these. When I've competed all year outdoors, I look forward to doing the stadium circuit and when spring comes around, I'm looking forward to the outdoor series. They both create and help each other as well as keep my skills sharp, to make me the best rider I can be.

What role does your brother Jommi Ahvala play in your team structure?

A very important role, because I have to be away from my home nine to 10 months (a year), so it is important that I have one person that I know very well and that person knows me just as good, someone I can speak my own language with. He also takes care of all my practice bikes and looks after my day-to-day activities, which include making sure I have enough drink and food at the races, so I don't have to worry about those things. All I worry about is my riding and, hopefully, my good results.

A lot of riders try to psyche each other out in trials, either in practice or while checking the sections on foot. You don't seem to get invovled with that. Why not?

I think to try those kind of things is not very sporting. When everyone is doing their best in a good and fair way the person who wins is really the best one. If a person takes a first position in a no-good way by cheating or moving obstacles in sections to benefit themselves, his win is probably not very satisfying. I think it's important to win in a good way so you feel satisfied that you are the best on that particular day.

How much of this sport is mental?

At our level, like yesterday, about 95%.

In closing, where do you see Tommi Ahvala and the sport of trials going in the next couple of years?

It's very difficult to say. I used everything for the championship yesterday and to think about tomorrow or next year is tough to call. For sure, I will continue with this sport, and I hope it will be difficult to beat me, as I will be doing my best. CN

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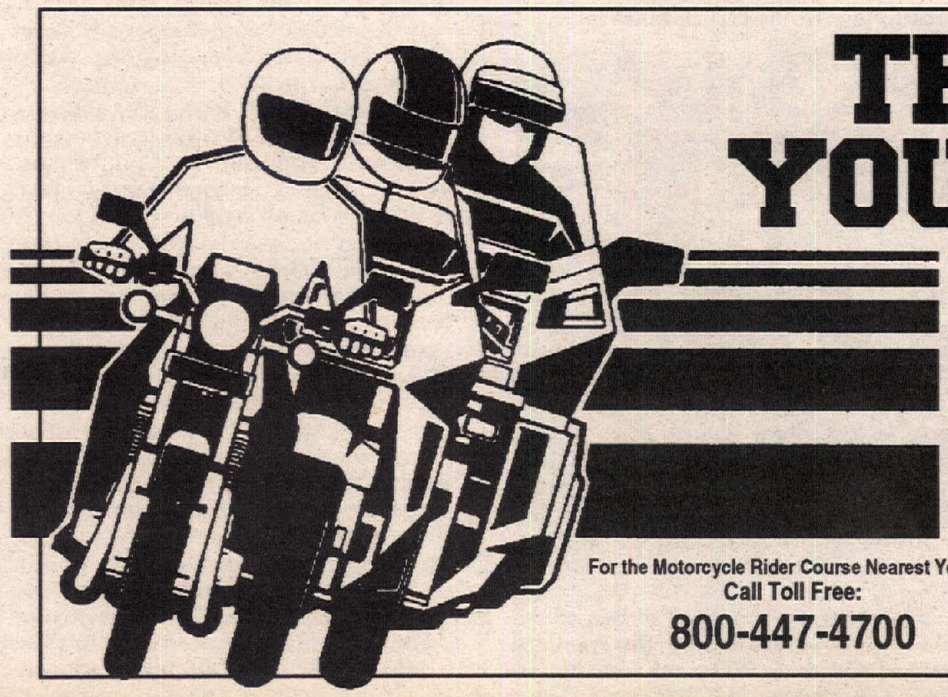

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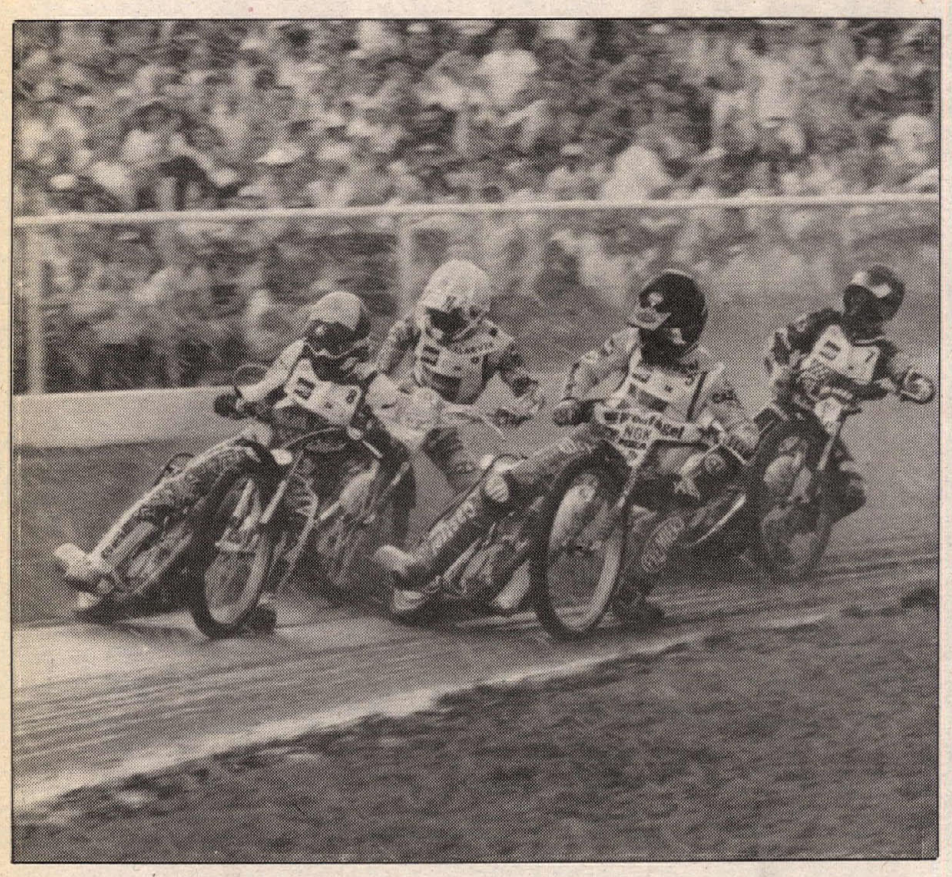
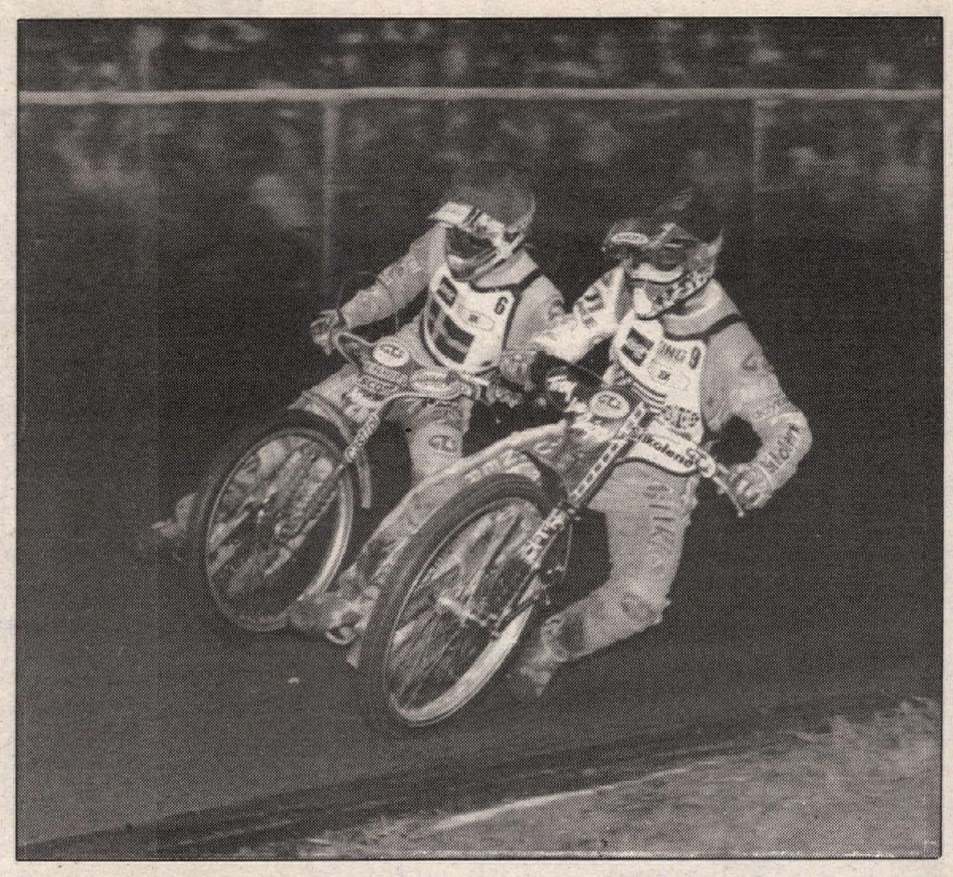


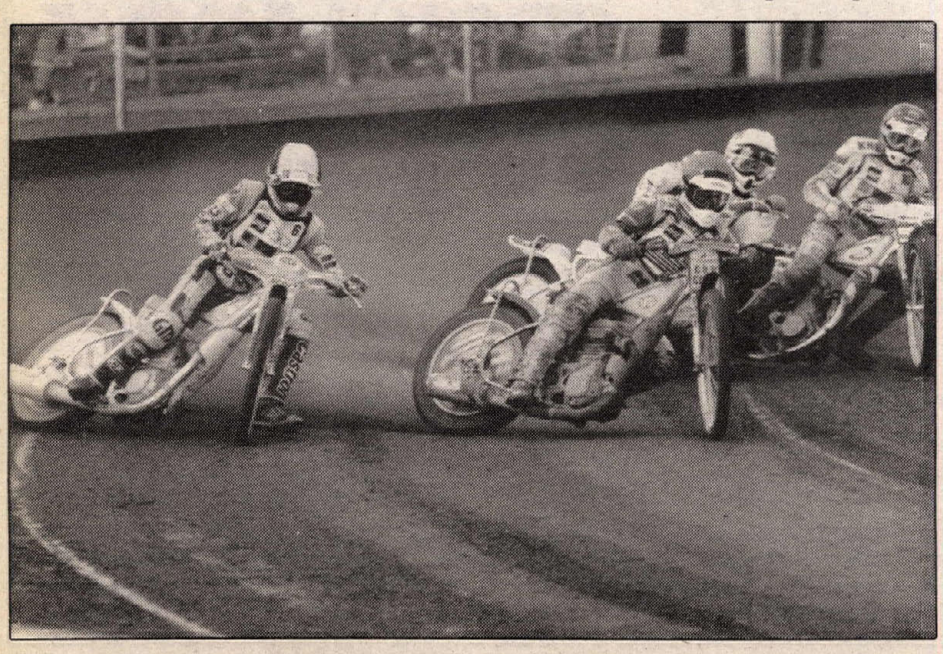
England's Gary Havelock (8) won the World Speedway Championship with a 14-point performance. American Ronnie Correy (7) is shown here in fourth place.



Pre-race favorite Sam Ermolenko (inside) could only manage a seventh-place finish.

Tommy Knudsen is chased by Ronnie Correy in race seven at the Olympic Stadium in Wroclaw, Poland. Correy finished in a tie for ninth place overall.

America's Rick Miller leads Per Jonsson, Brian Karger and Tony Rickardsson in race six. Miller also finished in a tie for ninth place in the championship.



Havelock wins, U.S. disappoints in final

By John Hipkiss

WROCLAW, POLAND, AUG. 29

America's three-pronged challenge for the World Speedway title ended in disaster at the Olympic Stadium in Wroclaw, when pre-match favorites Sam Ermolenko, Ronnie Correy and Rick Miller all failed to make the impact expected of them.

After finishing third in 1985 and third again two years later, this was to be Ermolenko's year. His chief rivals Hans Nielsen and the reigning World Champion Jan Pedersen were both out of contention. Thus, the path was clear for the American team captain to take over the crown, but instead it was 23-year-old Gary Havelock of Bradford, England, in his World Final debut, who headed the score chart and became the first British champion since Michael Lee in 1980.

The extroverted Havelock, with his hair groomed in dreadlock style complete with beads, shrugged off the pain of a badly gashed leg in his second race when he was hit by a bike after Czech rider Zdenek Tesar fell in front of him in the eighth heat. The Brit stayed cool under pressure while his more experienced rivals, including Ermolenko, tended to lose their concentration.

Ermolenko, who currently leads the British League averages with his English club, Wolverhampton, was never in contention after making a hash of his opening race. He was slow from the gate, taken wide on the first turn, and though he tried to make up ground he could finish only third.

He made amends in his second heat, coming from behind to beat young Dane Gert Handberg, but before he could ride again a torrential thunderstorm flooded the track and the meeting was delayed for 90 minutes while the rain eased and the local fire brigade was called in to pump the water away.

Ermolenko, and several other riders, protested that the meeting should be postponed until next day, but the Dutch referee insisted that the show must go on.

Although the track recovered well when the meeting resumed the urgency was missing and Ermolenko slipped again with another third place before a fall in his fourth outing wrecked any hopes of a recovery. A total of seven points put him in eighth place in the final score chart.

His teammate Correy picked up one point less than Ermolenko. Usually sharp at the starting gate, Correy was sluggish when he needed his reflexes to be automatic. He was unfortunate to be caught in a heavy downpour in his opening race, but he managed second place and collected only two points from his last three races.

Miller finished on the same total, never really recovering after finishing last in his first heat. He tried hard to come back, but had to take second in his next three outings before being excluded for pushing the tapes in his last ride. CN

Results

POINTS: 1. Gary Havelock (England) 14; 2. Per Jonsson (Sweden) 11; 3. Gert Handberg (Denmark) 10; 4. (TIE) Henrik Gustafsson (Sweden)/Tommy Knudsen (Denmark) 9; 6. John Jorgensen (Denmark) 8; 7. (TIE) Jimmy Nilsen (Sweden)/Sam Ermolenko (USA) 7; 9. (TIE) Kelvin Tatum (England)/Slawimir Drabik (Poland)/Rick Miller (USA)/Ronnie Correy (USA)/Mitch Shirra (New Zealand) 6; 14. (TIE) Zdenek Tesar (Czechoslovakia)/Tony Rickardsson (Sweden) 5. 16. Brian Karger (Denmark) 4.

RESULTS

Motocross
GFI Night MX Series
Final Standings
Perris Raceway
Perris, CA

125 PRO
Donald Upton
Ray Hensley
250 PRO
Jeff Fine
Tracy Monterone
Donald Upton
125 INT
Joe Tuttobene
Larry Linkogle
Bobby Hubbard
Bryan Curtis
J.J. Petchel
250 INT
Travis Corey
John Holmes
Willy Haney
500 INT
Dan Paulson
Garth Milan
Bobby Hubbard
John Bennett
Bryan Mangen
125 NOV
Keith Loonsfoot
Raymond Bowers
Sammy Davis
Bobby Krajewski
Chris Repp
250 NOV
Jim Henn
Steve Myers
C.T. Falk
Travis King
Robert Little
500 NOV
Karl Holmberg
Jim Smith
Dean Brown
125 BEG
Josh Wray
Drue Holdeman
Kenny Morris
Chris Packwood
Eric Weber
250 BEG
Pete Marino
D.R. McCain
David Eychaner
Jim Williams
Michael Barney
500 BEG
Greg Verdugo
Paul Evans
60 0-8
Justin Mace
Jeremy Keiper
Chris Martinez
Danny Pettingill
60 9-11
Chris Tocco
Eric Wood
Bryan McGavran
Vance Freeman
Geoff Rader
80 BEG
Nick Norton
Bryan McGavran
Chad Defries
Oscar Valdez
Joshua Carter
80 NOV
Eric Anderson
Erik Helma
+25 BEG
Tim Williams
Bill Robair
Eric Hanson
Mark Sherwood
Scott Larson
+25 NOV
Jim Henn
C.T. Falk
Robert Little
Dave Graff
Glen DeLaTorre
+25 INT
David Lynch
Randy Skinner
Todd Gould
+30 NOV
David Holland
Karl Holmberg
Jim Felton
Bobby Doty
Greg Mazzio
+30 INT
Terry Varner
David Lynch
Joel Seals
Willy Haney
Randy Skinner
50 STK D-1
Cale Wallace
Dave Freeman
Bryan Mathews
Chris Martinez
Joe Hamilton
50 STK D-2
Tyson Talkington
Andrew Renshaw
Daniel Taft
Brandon Altmann
Javier Cobo
50 MOD D-1
Cale Wallace
Clinton Ainsworth
Dave Freeman
Danny Pettingill
Bryan Mathews
50 MOD D-2
Tyson Talkington
Andrew Renshaw
Brandon Altmann
Daniel Taft
Mathew Clark

Motocross
WNYSC
Summer Series
Final Standings
Hunt, NY
By Michael Harasmisz

P/W
Aaron Shepherd
Bradley Bourne
Michael Silvarole
60
Jamie Robinson
Bobby Silvarole
JR MINI
Adam Bourne
Jamie Robinson
Paul Carpenter Jr.
SR MINI
Hetah Wadhams
Jason Blencowe
Justin Shepker
Michael Thesing
MINI COMB
Jason Blencowe
Michael Thesing
Paul Carpenter Jr.
Douglas Retterer
125 SCHBY B
Randy Abbey
Jake Ellsworth
125 BEG
Larry Braddell
Robert Dietrick
Melvin Hilfiger
Joe Holliday
Ron Bragg
201-OPEN BEG
Chris Moser
Joe Santora
Jason Kaber
Mike Smith
Tony Grosso
125 NOV
Dan Miller
Jonathan Biencowe
Bob Neiss
Bob Sawdey
Mark Porretta
201-OPEN NOV
John Carpenter
Steve Schryver
Jeremy Russell
Mark Williams
Andrew Miller
125 AM
David Richards
Michael Latone
Justin Berg
Mark Van Norman
201-OPEN AM
Michael Latone
Jeff Fregoe
Chris Vanhyning
Randy Abbey
17-24 COMB
Eric Debadts
Justin Berg
Ben Dressner
Tom Whaley
VINT/WDS
Dave Waters
Dave Williams
Eric Debadts
FredLucas
+25 AM
Scott Rhinehart
Gary Walker
Mark Williams
SR B
Dave Waters
Frank Grosso
SR C
Mark Porretta
Bob Sawdey
Ronald Abbey Jr.
Anthony Grosso Jr.
Mark Gage
125 EX
Tom Whaley
Martin McDonald
Donny Schmidt
201-OPEN EX
Greg Meeder
Marty Merz
Chris Pecora
Bill Silvarole
+25 EX
Marty Merz
Joe Ellington
SR A
Jeff Fregoe
Brian Broadwell

Road Race
Iowa Int'l Rcwy
Marshalltown, IA
Sept. 6
By Allen Brugioni

YSR
Rick Bullock
Paul Gardlen
Rick Weitzell
Allen Brugioni
Mark Trout

One good turn deserves another...

1992 MOTORCYCLE MADNESS ON PRIME NETWORK
(WGP denotes World Grand Prix; AMA denotes AMA National Road Race Series)

Air Date	Event/Venue
April 30	WGP — Japan
May 7	WGP — Australia
May 14	WGP — Malaysia
May 21	WGP — Spain
May 28	AMA — Laguna Seca
June 4	WGP — Italy
June 11	AMA — Laguna Seca
June 14*	WGP — Germany
June 18	WGP — Europe
June 25	AMA — Charlotte
July 2	AMA — Charlotte
July 9	WGP — Germany
July 16	AMA — Brainard, MN
July 19*	WGP — France
July 23	WGP — Holland
July 30	AMA — Brainard, MN
Aug. 2*	WGP — United Kingdom
Aug. 6	AMA — Louden, NH
Aug. 13	WGP — Hungary
Aug. 20	AMA — Louden, NH
Aug. 27	WGP — France
Sept. 3	AMA — Road America
Sept. 10	AMA — Road America
Sept. 17	AMA — Mid Ohio
Sept. 24	WGP — United Kingdom
Oct. 1	AMA — Mid Ohio
Oct. 8	WGP — Brazil
Oct. 15	WGP — TBA
Oct. 22	WGP — South Africa
Oct. 29	AMA — Texas World
Nov. 5	AMA — Texas World
Nov. 12	WGP — Season Review

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TRIALS AMA/NATC National Championship Observed Trials Series: Round 7

Defending National Champion Ryan Young rode to his 14th-consecutive win, surpassing Bernie Schreiber's record of 13. Young has already clinched the title.

Geoff Aaron balanced to a second-place finish on the slippery course.

Teammates Aaron (left) and Young are running 1-2 in the points standings.

Young breaks record in hometown

By Michael Snyder
File photos by Donn Maeda

WILLIAMSPORT, PA, SEPT. 6

Defending National Champion Ryan Young broke former World and National Trials Champion Bernie Schreiber's National win-streak record of 13, by riding his factory Aprilia Climber to his 14th-straight overall victory at the Pennsylvania Trials Club-hosted Williamsport National Trial. And he didn't have to go far to do it, as the event was practically held in Young's backyard.

"I practice all the time in terrain like this," said Young, who has already clinched this year's National Championship title. "I had the advantage today, with the conditions and all, but when we go up to New England next week (for round eight), I'm going to be surrounded by specialists like (Ron) Commo and (Geoff) Aaron, who will have the homecourt advantage."

The National was held the day after the World Championship Observed Trials Series finale in Watkins Glen, New York, and the day before the Trials des Nations, also held in Watkins Glen.

Tryals Shop/Bieffe/Pirelli/West Muffler/Alpinestar-backed Young dropped 38 points to best his Aprilia teammate Geoff Aaron, who posted a 52-point score for second overall.

The choice by officials to run the National round on the free day between a World Championship event and the Trials des Nations was the center of considerable controversy. Several people complained that the date choice would place riders competing in one or both of the other events at a disadvantage, as they would not have a chance to rest.

"When we went to the annual meeting for the event sanctions in January, all 27 people on the committee said to go ahead and do it," said Course Clerk Jerry Young. "Later on, a couple of board members said that maybe we should drop the (National) Championship class (on Sunday), to give those riders a chance to ride the World round (on Saturday) without having the pressure to perform the next day at a National. But that would've ruined my particular event, and thankfully, calmer heads prevailed, so the event went off without a hitch."

Riders who chose to ride all three days had to make the two-hour drive south from Saturday's World round in Watkins Glen, New York, and then drive back north to the same location for the Trials des Nations on Sunday. Not everyone was able to pull it off without any trouble.

"I was in such a hurry to leave Watkins Glen last night to get here that I forgot my boots," said Canadian Tom Farr, who placed 10th overall. "I had to find a spare set from someone so I could ride today. That didn't really start me off on the right 'foot', which explains my finish."

Although the event was up in rider entries because of the other events in New York, several top riders were no-shows. National number three Mark Manniko decided not to make the trip from Colorado, and Kip Webb sat out the weekend in order to recover from recent knee surgery. High School Class Champion Cory Pincock elected to concentrate on the other two events of the weekend, and didn't make the trip south for the National.

The trials proved popular with the Support class riders present, and many voiced the opinion that it was one of the most sensible events of the season. Organizers routed the sections so that the rainy weather conditions would not be as much of a factor in the scores as they could be, and the moisture actually served as an equalizer. The overall results at the end of the day reflected that fact, as several riders in the Support class had very respectable marks.

"We've been experiencing a drop in rider turnout at these events this year," said Jerry Young. "And the name of the game is trying to bring the fun back to the Support classes. "I think everyone was challenged enough today, from the Championship class down to the High School division."

The weather did prove to be somewhat of a factor, however, as the 70 riders were greeted in the morning by mist and light rain, which tested the competitors throughout the four and-a-half hour-long event. The course wove through several valleys and rocky stream beds, and conditions were fairly slippery. Numerous steep hills combined with slippery, moss-covered rocks in stream beds to challenge the riders in a traditional style trials, which catered to the Support class riders. Because of the limited traction, aggressive trick riding didn't prove to be the best method for most sections. Instead, momentum became the key, which meant that riders attacked the steep ascents with full-throttle approaches.

"The ride was very technical," said Aaron. "It was extremely easy to get fives today. I'm happy I did as good as I did, because of the event being held in Ryan's backyard. He's a lot more used these conditions." CN

Results

CHAMPIONSHIP: 1. Ryan Young; 2. Geoff Aaron; 3. Steve McNeal; 4. Raymond Peters; 5. Ron Commo; 6. Andy Saum; 7. Francisco Nisthal; 8. Kenny Leduc; 9. Gary Bourque; 10. Tom Farr.

SUPPORT: 1. Steve Dolan; 2. Mike Huddleston; 3. Jason Carpenter; 4. Chris Bardell; 5. Dave Fracy; 6. Mike Reed; 7. Dave Weaver; 8. Reedy Lance; 9. Dean Clark; 10. Chuck Weaver.

EX: 1. Blair Flux; 2. Jeff Hurst; 3. Steve Clark; 4. Todd Clark; 5. Chris Hetrick.

SR 30: 1. Brock Sattelmeifer; 2. Noel Smage; 3. David Hohrschneider; 4. Rick Montone; 5. Kenneth Larkin.

SR 35: 1. Gary Hoover; 2. Jim Altemus; 3. Chuck Blose; 4. Ed Polheber; 5. Fred Eich.

SR 40: 1. Gary Sampsel; 2. Dave Waldo; 3. Mickey Hutcheson; 4. Jack Hutson.

SR 45: 1. Gordon Bowden; 2. David Hulse; 3. Jim Watson.

SR 50: 1. Dave Watson; 2. Robert Bicking.

SR 55: 1. Bill Thompson; 2. Robert Reed.

SR 60: 1. Art Webster.

HIGH SCL: 1. Rob Leggo; 2. John Carey.

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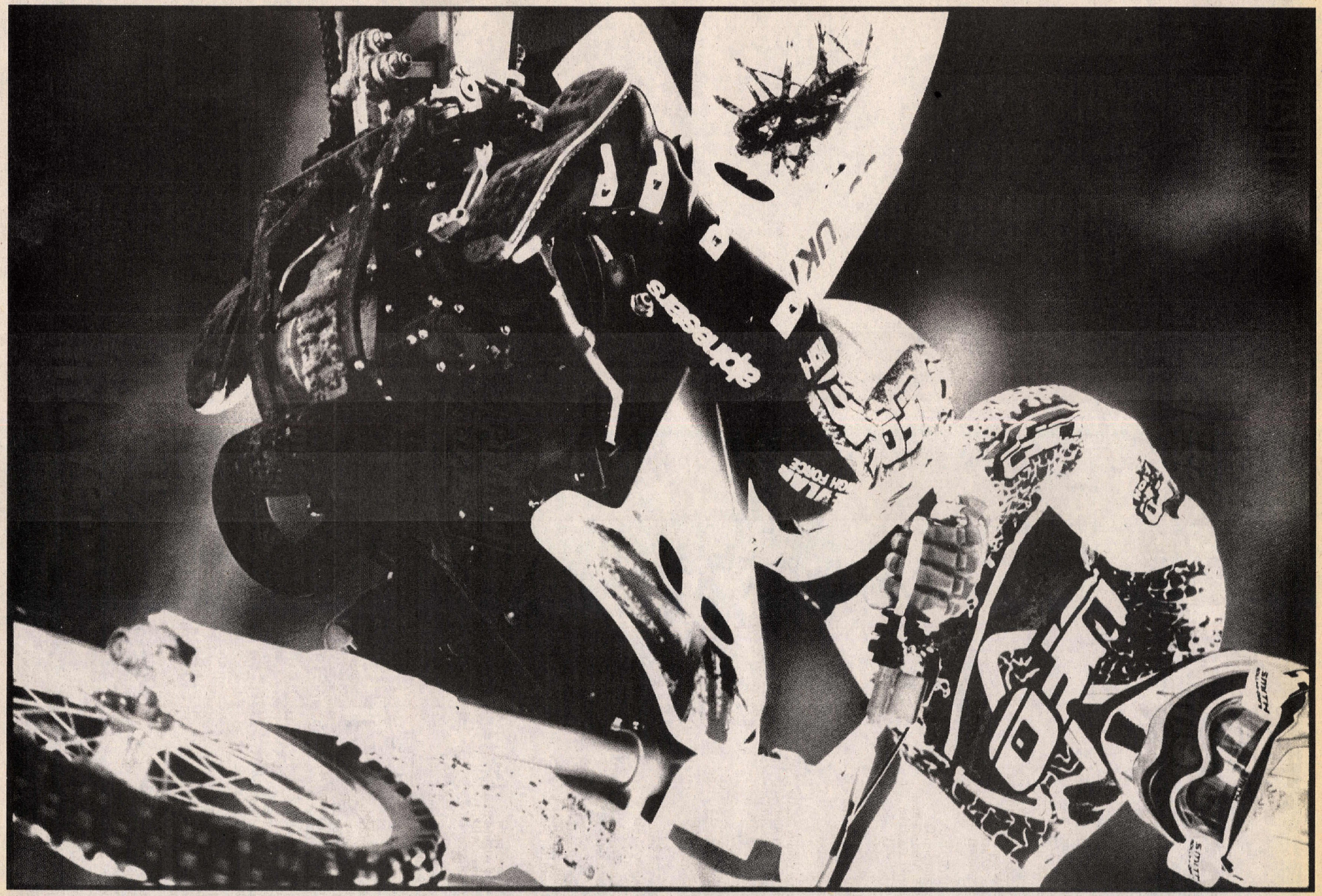
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900 W. Foothill Blvd.
Azusa, CA 91702
(818) 334-1288

Orange County Suzuki
1601 Newport Blvd.
Costa Mesa, CA 92627
(714) 646-2428

Dublin Kawasaki Suzuki
6044 Dougherty Rd.
Dublin, CA 94568
(510) 829-4466

Lakewood Suzuki
Bellflower Suzuki
11835 E. Carson
Hawaiian Gardens, CA 90716
(310) 865-8223

Hayward Honda/Suzuki
27955 Mission Blvd.
Hayward, CA 94544
(510) 886-0644

La Habra Suzuki
1200 W. Whittier Blvd.
La Habra, CA 90631
(310) 691-3273

Oceanside Suzuki, Inc.
1639 South Hill St.
Oceanside, CA 92054
(619) 433-5464

"The Performers"
Del Amo Suzuki
1512 Aviation Blvd.
Redondo Beach, CA 90278
(310) 372-8891

Cycle Imports
2355 ElCamino Real
Santa Clara, CA 95050
(408) 246-0200

All American Honda-Suzuki
6990 Soquel Ave
Santa Cruz, CA 95062
(408) 476-8100

Jorgy's Suzuki Kawasaki
2955 N. Wilson Way
Stockton, CA 95205
(209) 463-2912

COLORADO
Fay Myers Hon/Kaw/Suz
2015 W. Alameda Ave.
Denver, CO 80223
(303) 744-6632

CONNECTICUT
Danbury Cycle Ranch, Inc.
37 Lake Ave. Exit
Danbury, CT 06811
(203) 748-7710

FLORIDA
Kissimmee Yamaha-Suzuki
2390 N. Highway 441
Kissimmee, FL 34744
(407) 846-3232

Motoport U.S.A.
1200 N.W. 57 Ave.
Miami, FL 33126
(305) 264-4433

Honda-Suzuki-Kawasaki
Sea-Doo Of Ocala
3920 N. US Hwy 441
Ocala, FL 34475
(904) 732-8531

Cycle Riders Suzuki Of Orlando
4101 Old Winter Garden Rd.
Orlando, FL 32805
(407) 295-0045

Honda-Suzuki West
13521 N. Florida Ave.
Tampa, FL 33613
(813) 968-7888

GEORGIA
Cherokee Suzuki
9450 Knox Bridge Hwy-20 West
Canton, GA 30114
(404) 479-3340 or 479-4501

Layton Suzuki Of Bartow County
96 East Iron Belt Rd.
Cartersville, GA 30120
(404) 386-8965

Roswell Honda-Suzuki-Sea-Doo
11270 Elkins Rd.
Roswell, GA 30076
(404) 442-8460

ILLINOIS
DGY Racing
330 Ogden Ave.
Downers Grove, IL 60515
(708) 971-2602

R.L. Suzuki
804 S. Henrietta
Effingham, IL 62401
(217) 347-5065

Motoworks
1682 Rt. 26 North
Freeport, IL 61032
(800) 747-9709

Northern Illinois
Honda-Yamaha-Suzuki
611 N. Milwaukee Ave.
Libertyville, IL 60048
(708) 362-7114

INDIANA
Linton Cycle Sales
999 S. Main
Linton, IN 47441
(812) 847-2043

Suzuki Yamaha Of New Albany
1801 E. Spring St.
New Albany, IN 47150
(812) 945-2636

IOWA
Bak Honda Suzuki
2142 Hwy 75 N
Sioux City, IA 51105
(800) 736-7956

MARYLAND
The Cycle Connection
1191 East Pulaski Hwy (Rt. 40)
Elkton, MD 21921
(800) 622-2333

MASSACHUSETTS
Cycle Design
Route 2A
Phillipston, MA 01331
(508) 249-2244

Freddy's Cycle Center
92 Franklin St.
Quincy, MA 02169
(617) 847-0001

MICHIGAN
Proffer SLS/SRV, Inc.
DBA Flint Suzuki
G-4211 Fenton Road
Burton, MI 48529
(313) 233-7811

Dirt Works Suzuki
5290 Alpine Ave.
Comstock Park
(Grand Rapids), MI 49321
(616) 784-0691

Paw Paw Lake Sports & Marina
5510 Paw Paw Lake Road
Coloma, MI 49038
(616) 468-3191

Bright Kawasaki Yamaha Suzuki
3954 & 3955 Dix
Lincoln Park, MI 48146
(313) 382-1220

Pilgrim Motorsports
260 W. Ann Arbor Rd.
Plymouth, MI 48170
(313) 451-7200

MISSOURI
Donnell's Suzuki
6635 Truman Rd.
Kansas City, MO 64126
(816) 483-2000

NORTH CAROLINA
Suzuki Motorsports Of Charlotte
2500 Freedom Dr.
Charlotte, NC 28208
(704) 394-6666

Honda-Suzuki Of Sanford
Hwy 421 & 87 South
Sanford, NC 27330
(919) 775-3638

Suzuki Of Winston Salem
5658 Country Club Rd.
Winston Salem, NC 27104
(919) 765-9156

NEW JERSEY
Bergen Suzuki
30 Route 46 East
Lodi, NJ 07644
(201) 641-0100

Freedom Cycles
252 Broadway
Long Branch, NJ 07740
(908) 222-2262

Millville Cycles
701 N. High Street
Millville, NJ 08332
(609) 327-3030

Motion Enterprises
Honda-Yamaha-Kawasaki-Suzuki
2907 Fire Road
Pleasantville, NJ 08232
(609) 645-8181

Kawasaki-Suzuki-Yamaha
Of Ramsey
995 Rt 17
Ramsey, NJ 07446
(201) 825-3381

NEW YORK
Cross Bay Suzuki
161-49 Cross Bay Blvd.
Howard Beach, NY 11414
(718) 738-7618

Dutchess Recreational Vehicles
121 Freedom Plains Rd.
Poughkeepsie, NY 12603
(914) 454-2810

OHIO
Penton Honda-Suzuki
1423 Foster Park Rd.
Amherst, OH 44001
(216) 282-5108

ASK Suzuki
2535 Lancaster
Columbus Rd., Rt. 33
Lancaster, OH 43130
(614) 654-3456/235-7733/871-3711

Andrews
Honda-Suzuki-Yamaha-Kawasaki
13134 Rt. 62
Salem, OH 44460
(216) 332-8534

Eastside Honda-Suzuki-BMW
701 N. Market St.
Troy, OH 45373
(513) 335-7111

Ray Gollan's Honda-Suzuki
523 E. Market St.
Warren, OH 44481
(216) 399-1314

OKLAHOMA
Oklahoma Honda-Suzuki
3400 S. Sunnylane
Del City, OK 73115
(405) 672-1423

PENNSYLVANIA
Bohn Suzuki-Yamaha
2015 Saw Mill Run Route 51
Pittsburgh, PA 15210
(412) 882-4330

Cycle City Of Erie Inc.
2814 Buffalo Rd.
Erie, PA 16510
(814) 898-3524

Gibsonia Cycle Center
4684 Rt. 8
Allison Park, PA 15101
(412) 487-2803

SOUTH CAROLINA
Myrtle Beach Suzuki
4655 Hwy 17 Bypass S
Myrtle Beach, SC 29577
(803) 293-5808/(800) 526-6187

TENNESSEE
Honda-Suzuki Of Alcoa
3081 Lisa Drive (Motor Mile)
Alcoa, TN 37701
(615) 970-2710

Sloan's Honda-Yamaha-Suzuki
2233 N.W. Broad St.
Murfreesboro, TN 37129
(800) 342-1681

Suzuki Of Paris
312 E. Wood St.
Paris, TN 38242
(901) 642-0511

TEXAS
Arlington Suzuki
2002 E. Abram
Arlington, TX 76010
(817) 261-0706

Jef's Suzuki
1608 W. 7th Ave.
Corsicana, TX 75110
(903) 872-4391

Yamaha Suzuki Of Texas
5709 Airport Fwy (121)
Ft. Worth, TX 76117
(817) 831-0903

Frontera M/C Sales Inc.
DBA Suzuki Of Laredo
3002 Santa Ursula
Laredo, TX 78040
(512) 727-7301

UTAH
Honda-Suzuki Of Salt Lake
2354 So. State St.
Salt Lake City, UT 84110
(807) 486-5401

Maniac Motorsports
968 E. St. George Blvd.
St. George, UT 84770
1 (800) 392-7423

VERMONT
Land/Air
46 Kellogg Road
Essex Jct., VT 05452
(802) 878-5052

WISCONSIN
Midwest Action Cycle
1401 Elkhorn Rd.
Lake Geneva, WI 53147
(414) 249-0600

Hansen Motorcycles Inc.
3206 Menasha Ave.
Manitowac, WI 54220
(414) 684-0237

Suzuki Man
7221 S. 13th Street
Oak Creek, WI 53154
(800) 236-1560

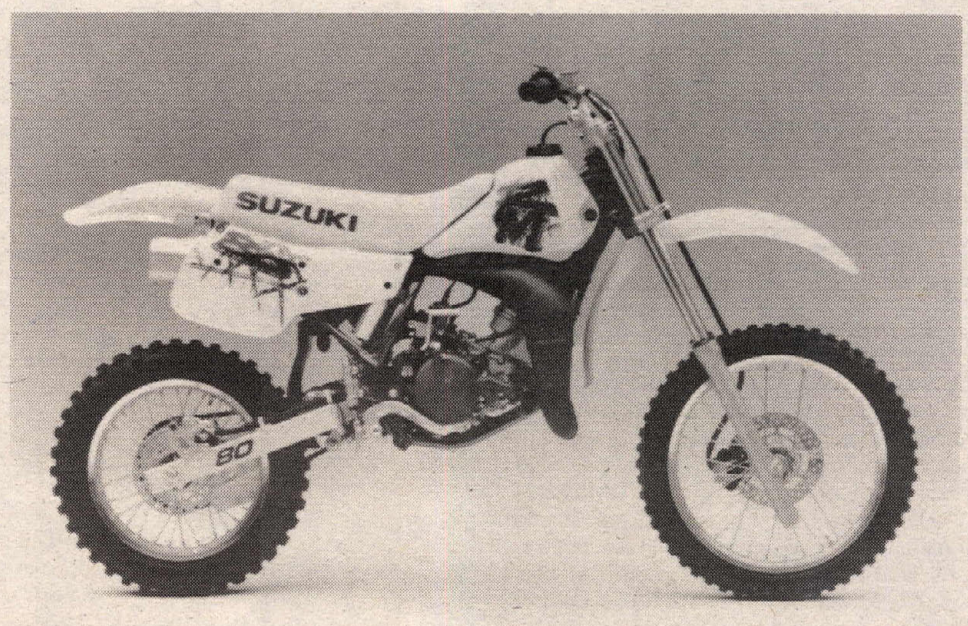
Larry's Cycle Inc.
3531 Sand Pit Rd.
Oshkosh, WI 54904
(414) 231-9243

FOR A PREVIEW OF THIS YEAR'S NEW SUZUKI RMs SEE BELOW.

From the seat of a Suzuki RM, it's hard to take the competition all that seriously.

That's because you're racing on a bike that's won the title of 125 Motocrosser of the Year,* thanks to technology that's now shared by the RM250. You also get the track-side support and pro advice needed to kick some serious butt. And the deepest pockets in motocross contingencies to dig into when you do.

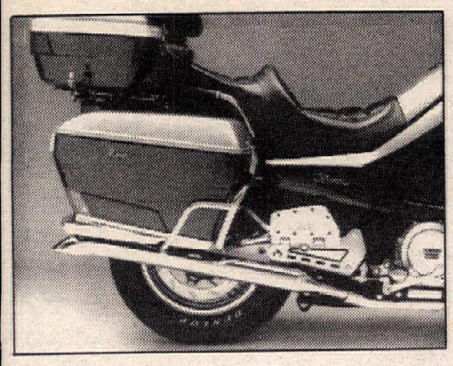
With a hot new engine, this year's RM250 gets more power and better throttle response thanks to goodies like a new carb and reed valve, a revised intake system, and a new radiator for more efficent cooling. Plus, better handling from a computer-designed square-tube frame that's 35% more rigid. Add radical new bodywork for improved rider position on the RM250 and the RM125, and class-leading performance from the RM80, and you've got a line-up that will make the competition seriously consider taking up knitting. And while they compare needle sizes, you'll be taking your best shot at Suzuki's RM Contingency Program, which pays cash rewards deeper in the standings and pays almost twice as much as any other company.** If that's not enough incentive, you'll also have some of the industry's best support, thanks to the top motocross mechanics staffing the Team Suzuki Support Trucks, as well as Suzuki's Pro Level dealers, whose guidance on setup and maintenance comes directly from years of racing experience.



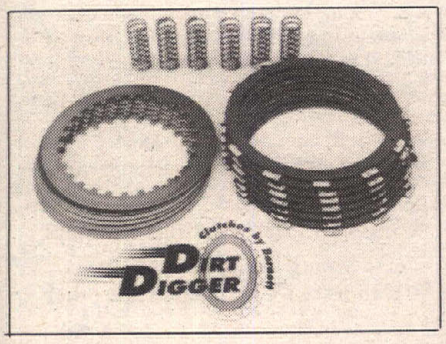
If this sounds like something you can deal with, stop by your Suzuki dealer today and check out the the new RM's. If not, send us your picture and maybe you can be on the cover of next year's ad.

SUZUKI
The ride you've been waiting for.™

*The 1992 RM125 is "Motcross Action's" 1992 Motocrosser of the Year. **Based on 1992 AMA 125 and 250 Supercross and National results as of 6/29/92, excluding team rider finishes. At Suzuki we want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Always supervise young riders. The RM series motorcycles are for closed-course competition use and related practices only. Professional rider photographed under closed-course conditions.

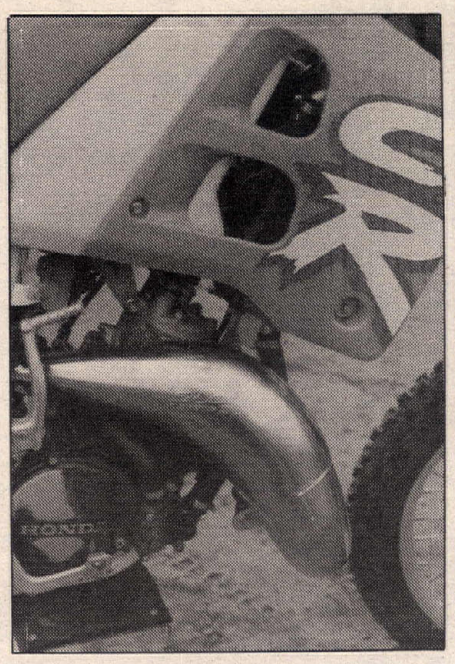


Cobra F1's Boulevard Touring Mufflers are for Japanese touring motorcycles, and are claimed to produce a nice mellow tone. The systems feature turned-down tips and triple-plated chrome, and are easily installed. Available for all Honda Gold Wings, Yamaha Venture Royales and Kawasaki Voyagers, Boulevard Touring Mufflers cost $199.95 a set. For more information contact Cobra/F1, Dept. CN, 4760 E. Bryson St., Anaheim, CA 92807, 714/779-7798.

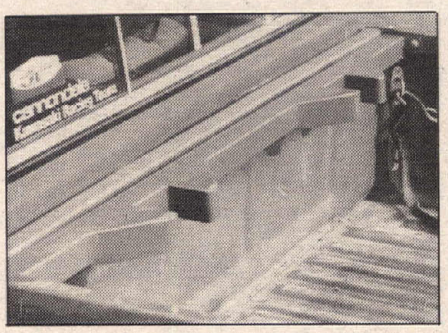


The Barnett Kevlar Dirt Digger Clutch Kits consist of aluminum friction plates that are bonded with their Series K Kevlar friction compound, steel drive plates, and heavy duty springs. The clutch kits are claimed to last longer and provide better feel than OEM units. Available for all popular Honda, Suzuki, Kawasaki and Yamaha motocross and off-road models, the kits start at $75. For more information contact Barnett Tool and Engineering, Dept. CN, 9920 Freeman Ave., Santa Fe Springs, CA 90670, 310/941-1284.

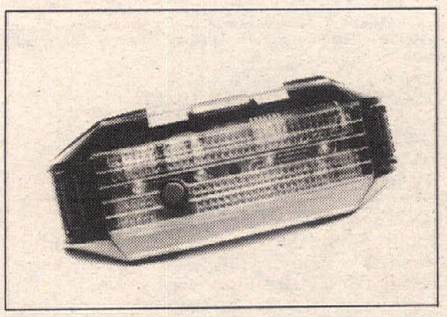
Klotz Racing Gasoline Concentrate neutralizes and transforms pump gas chemically to 110 octane race gas. Used within the limits of compression ratio to application, Racing Gasoline Concentrate is claimed to perform as well as any other race gasoline. A five gallon can costs $59.70, and 30 and 55-gallon drums are also available. For more information contact Klotz Special Formula Products, Inc., Dept. CN, P.O. Box 11343, Fort Wayne, IN 46857, 219/749-0489.



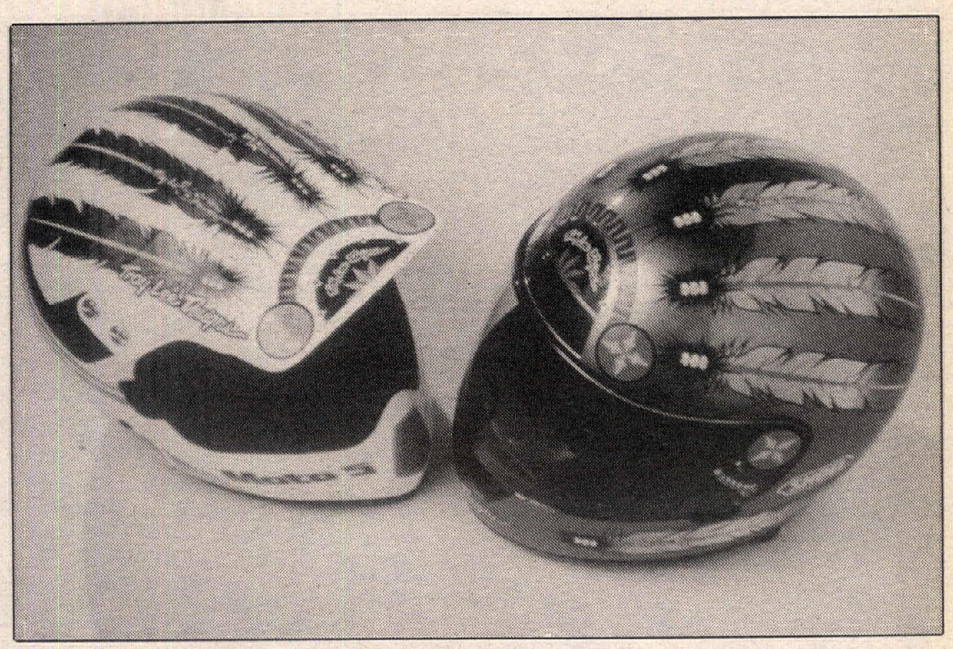
FMF's Gold Series Exhaust Pipes are claimed to offer a better spread of power throughout the powerband, without the usual sacrifices associated with other aftermarket exhausts. Each pipe is nickel plated for good looks and low maintenance. Available for all late model two-strokes, Gold Series Exhaust Pipes start at $169.95. For more information contact FMF, Dept. CN, 25950 Belle Porte, Harbor City, CA 90710, 213/539-6884.



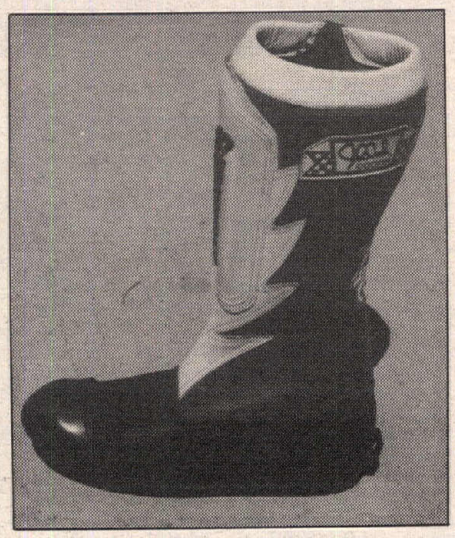
The SM Fabrication Protect-A-Bed is a heavy-duty brace that keeps the front wheel of your motorcycle from smashing the front of your truck's bed into the cab. The Protect-A-Bed also features special "arms" that keep the front wheel of your motorcycle from slipping to the side while driving down bumpy dirt roads. Each Protect-A-Bed is custom-made to order, and is available in a variety of colors for $200. For more information contact SM Fabrication, Dept. CN, 2770 Windsor Ave., Altadena, CA 91001, 818/798-7067.



The Emdal Cycle Ops is a detachable strobe light that fastens to the back of a helmet and is claimed to be clearly visible to motorists in adjacent lanes and up to 300 feet behind. The safety light features a proprietary swivel vacuum attachment system that allows riders to securely attach the light, and a spring-release button allows for easy removal. An adjustable gasket across the inside, top and bottom, ensures an aerodynamic fit. The Cycleops runs for up to 300 hours on two AAA batteries and costs $19.95. For more information contact Emdal, Dept. CN, 111 W. Evelyn Ave., Sunnyvale, CA 94086, 408/732-8010.

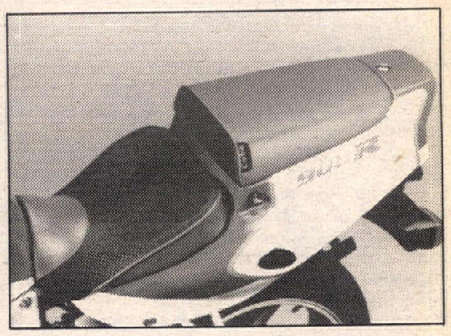


Troy Lee Design's Feather Sticker Kit features nine colorful stickers that are printed on UV protected vinyl to keep them from fading in the sun. Available in two color combinations; blue/purple/pink and green/yellow/pink, the kits cost $14.95. For more information contact Troy Lee Designs, Dept. CN, 1821 Wild Turkey Cir., Corona, CA 91720, 714/371-5219.

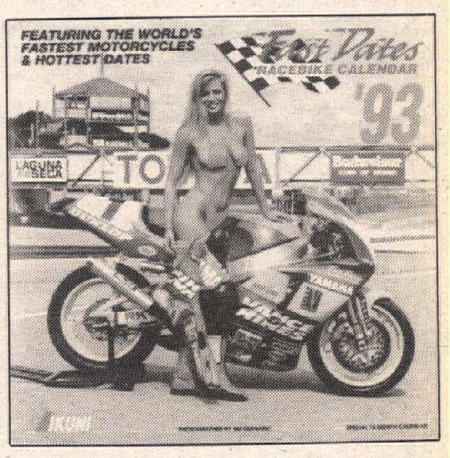


Ironman Racing Products' Custom Steel Shoes can be made to fit any boot. The shoes are hard-faced, and are claimed to provide less friction and high durability. Turn-around time is two to three days, and each shoe costs $100.00. For more information contact Ironman Racing Products, Dept. CN, 1409 Crestmont Ave., Roseville, CA 95661.

Kendon Industries' Stand-Up Big Bike Transport Trailer features a triangulated frame design that utilizes all-steel welded construction and an independent torsion suspension system. When not in use, the trailer folds into an 80" tall, 56" wide and 20" deep configuration for easy storage. Polished aluminum diamond plate decking, chrome wheels, a jack stand, ramp and a powder-coat finish round out the package. The trailer comes fully wired, and three castors help ease movement while the trailer is folded. The trailer starts at $1099, and extras like a spare tire cost extra. For more information contact Kendon Industries, Dept. CN, 3951 E. La Palma Ave., Anaheim, CA 92807, 714/630-7144.

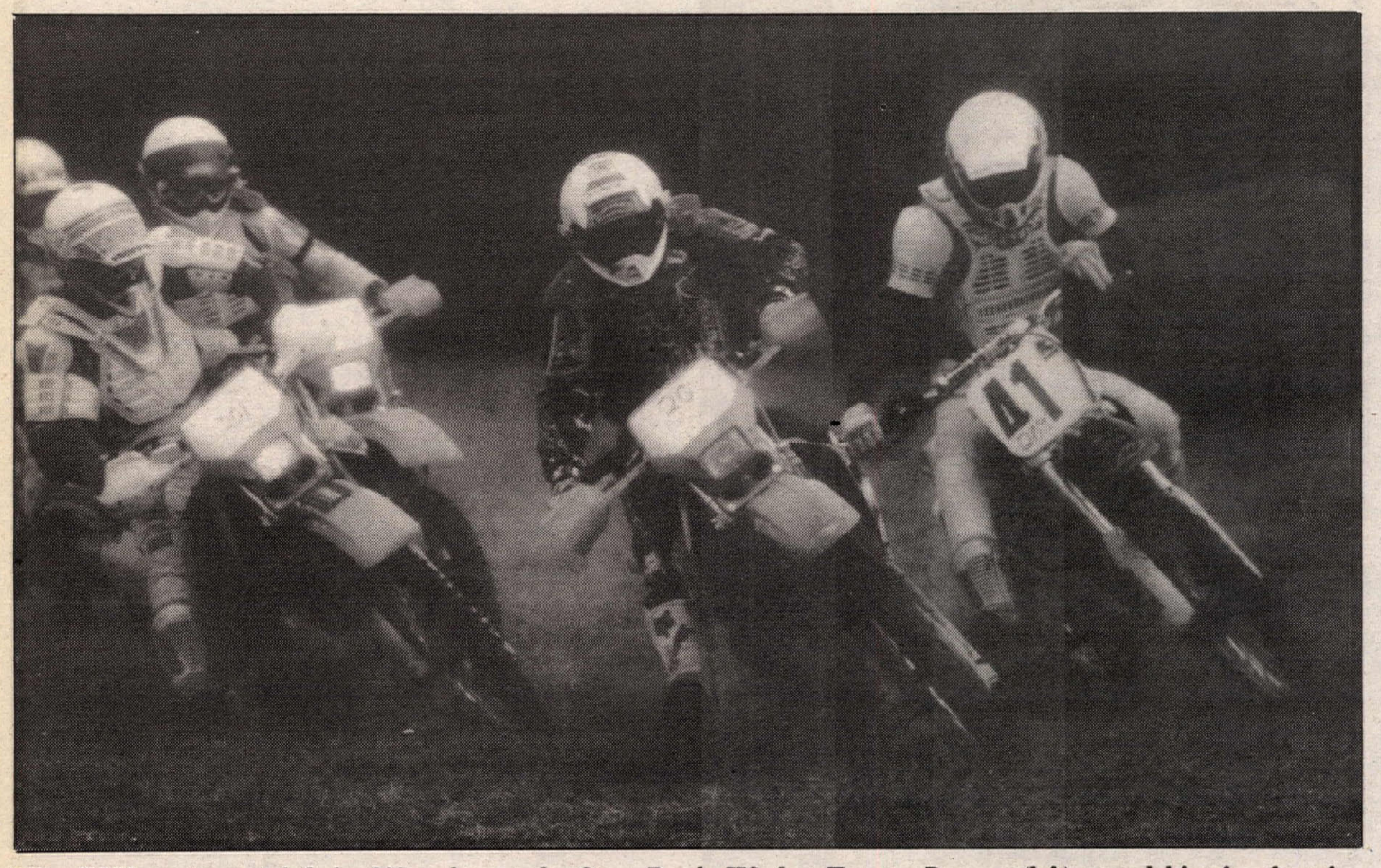


Corbin's Two-Piece Saddle for the Honda CBR600RR is color-coordinated to the bike and is constructed from American-made materials. The trunk action of the rear seat works in conjunction with the Corbin Saddle, which incorporates the use of the stock mounting hardware. The seat comes in two colors and costs $194. For more information contact Mike Corbin, Dept. CN, 11445 Commercial Pky., Castroville, CA 95012, 800/538-7035.



The 1993 Mikuni Fast Dates Calendar is a full-color, 16 month, spiral bound calendar that features five National Championship winning race bikes as well as beautiful, scantily clad models. The calendar costs $11.95. For more information contact Mikuni American Corporation, Dept. CN, 8910 Mikuni Ave., Northridge, CA 91324, 800/925-1125. CN

LOCAL EVENTS



Mike Williams (center) led the 200cc class at the Cross Roads HS, but Tommy Duncan (left) passed him for the win.

Vanzant victorious at Cross Roads Hare Scrambles

By Gorman Smith

DURHAM, AR, AUG. 16

Steve Vanzant won the Open Pro class at the Cross Roads Hare Scrambles, where unseasonably cool weather in the Ozarks brought out over 50 entrants, as well as many spectators.

Eugene Springston grabbed the holeshot from the outside, soon stretching his advantage to 50 seconds. Steve Travis was running in second place, but had trouble with several rocky sections. Vanzant recovered from a poor start to overtake Travis and make a determined charge at the leader, closing at a rate of over 20 seconds per lap.

Just as Vanzant had the leading Springston in his sights, Springston suffered a flat tire and a close battle never materialized. Vanzant motored away to an easy win, while Springston managed to hold on to second place.

Tom Walton took advantage of a first-turn pile-up in the 200cc Amateur race, moving from the rear of the pack up to third place. He was soon able to move up into first place, but a determined Daren Ogden was right behind. Like Springston in the Pro race, Walton lost the lead when his bike suffered a flat tire. Walton dropped out of the race, leaving Ogden to take over the point position. Tommy Duncan began to pressure Ogden for the lead spot, but Ogden maintained his advantage until he fell. Duncan took advantage of the bobble, moving past Ogden and holding on for the win.

Results

OPEN PRO: 1. Steve Vanzant (Hus); 2. Eugene Springston (KTM); 3. Steve Travis (ATK).

200 AM: 1. Tommy Duncan (Kaw); 2. Daren Ogden (Kaw); 3. Kevin Young (Kaw); 4. Mike Williams (Hon); 5. Eric Brewer (Kaw).

OPEN AM: 1. Kenny McCree (Hon); 2. William Hollingsworth (Kaw); 3. Everett Ratliff (Kaw); 4. Mike Feguson (Kaw); 5. Bill Harrison (Kaw).

SR: 1. B.J. Harris (Kaw).

BEG TRAIL: 1. John Harrison (Kaw); 2. Ray Berry (Kaw); 3. Tony Mounce (Hon).

YTH: 1. Brandon Rose (Kaw); 2. Jason Sizemore (Hon); 3. Clay Shackleford (Kaw).

Rhinehart tops East Coast Amateur National MX

By T. Seller

BINGHAMTON, NY, AUG. 29

Motocrossers converged from as far away as Alaska, Florida and Canada, as 729 entrants' made for a big bash at the Suzuki East Coast Amateur National MX at Broom-Tioga. A smooth-running program was put together featuring more than 30 motos and only two double class winners.

Scott Rhinehart took over on the second lap of the first Plus 25 class moto and battled with John Hosier, who eventually settled for second. That was the only time in the next three outings Rhinehart would not be running in first place.

Rhinehart's Plus-30 ride was unblemished, as Bruce Moffatt went 3-6 for a surprise second overall, just ahead of Paul Hanna's 5-5 finishes for third overall.

The only other double class winner was accomplished by Robert Stock. He managed to work around Mike Nutter on the second lap in both 125cc Amateur division two motos for one of his two trophies that he toted back to Pennsylvania. Stock's Collegeboy Amateur division one class win was briefly on hold in moto two, as Derek Stull led for half of the race. Eddie Anewalt had beaten Stull in moto one but never got by Stock or Stull in the all-important second moto.

The "tough guy", award went to Shane Lipe, who was the day's triple trophy winner. Even with back-to-back classes, Lipe's Honda never got a chance to cool down. His Vintage class holeshots over Dave Williams put that class away.

Lipe managed a third in the 250cc/Open class which featured over 20 riders. Aaron Kopp captured both motos ahead of runner-up Glen Robinson.

The Collegeboy Amateur class was the hardest for Lipe, as his 2-6 set him back to fourth. Third went to Eric Swartwood. Mark Vannorman was smoother with two thirds for second in the class, and Chad Kresge took both moto wins, grabbing the spoils to take back to Pennsylvania.

The 7-11 year-old class showcased Travis Pastrana. The eight-year-old simply outrode everyone on the track. In fact, the double gate had 12-13 year-olds mixed in and in moto one Shane O'Connor and John Schneider were the only riders who would stay ahead of Pastrana all day. Pastrana's second moto was a rout from holeshot to checkers.

Results

COLBY EX: 1. Dave Kratz (Kaw); 2. Jesse Wilson (Hon); 3. Chrys Burynyldsen (Kaw); 4. Eric Burleindt (Suz); 5. Chad Shepard (Suz).

PLUS 25 EX: 1. John Walton (Hon); 2. Pete Falcone (Hon); 3. Jeff Steinrock (Hon); 4. Ken Mecking (Suz); 5. Steve Sheik (Kaw).

COLBY AM D-1: 1. Robert Stock (Kaw); 2. Derek Stull (Suz); 3. Eddie Anewalt (Yam); 4. Frank Manelski (Hon); 5. Roger Hanna (Hon).

COLBY AM D-2: 1. Chad Kresge (kaw); 2.Mark Vannormanka (Kaw); 3. Eric Swartwood (Hon); 4. Shane Lipe (Hon); 5. Darryl Smith (Kaw).

PLUS 40: 1. Bruce Dengler (Kaw); 2. Fred Lucas (Kaw); 3. Bud Fee (Hus); 4. Tom Ghidiu (Kaw); 5. Bob McCann (Hon).

50 YTH: 1. Patrick Simpson (Yam); 2. Chris Russell (Yam); 3. William Mercy (Yam); 4. Troy Clark (Yam); 5. Brian Murphy (Yam).

250/OPEN EX: 1. Rob Engstrom (Hon); 2. Mike MacDonald (Suz); 3. Jesse Wilson (Hon); 4. John Walton (Hon); 5. Pete Falcone (Hon).

PLUS 25 AM D-1: 1. Richard Elias (Hon); 2. Alan Debellis (Hon); 3. Glenn Robinson (Hon); 4. Jim Hetrick (Hon); 5. Scott Detrick (Suz).

PLUS 25 AM D-2: 1. Scott Rhinehart (Kaw); 2. John Hosier (Kaw); 3. Ted Baker (Kaw); 4. John Jones (Yam); 5. Tom Malone (Hon).

PLUS 30 EX: 1. Jeff Steinrock (Hon); 2. Dave Diehl (Suz); 3. Ken Mecking (Suz); 4. Calvin Leinbach (Kaw); 5. Mike Hendrix (Yam).

MINI 9-15: 1. John Schneider (Hon); 2. Shane O'Connor (Suz); 3. Ronnie Robinson (Suz); 4. Tony Magaro (Kaw); 5. Travis Pastrana (Suz).

MINI 7-11 (60): 1. Jeremy Cook (Kaw); 2. Shawn Russo (Kaw); 3. Tim Terway (Kaw); 4. Aryc Hughson (Kaw); 5. Willie Douglas (Kaw).

250/OPEN NOV D-1: 1. Mark Fell (Hon); 2. Steve Zeitel (Yam); 3. Francisco Sierra; 4. Mike Bayko (Yam); 5. Steve Schryver (Yam).

250/OPEN NOV D-2: 1. Doug Slingsby (Suz); 2. Chris Dupuis (Hon); 3. Mike Stratton (Yam); 4. Mike Phinney (Hon); 5. Bob Rayeski (Yam).

250/OPEN NOV D-3: 1. Richard Elias (Hon); 2. Howard Baker (Kaw); 3. Jeremy Russell (Yam); 4. Mark Fischer (Kaw); 5. Dave Thompson (Hon).

PLUS 30 AM D-1: 1. Scott Rhinehart (Kaw); 2. Bruce Moffatt (Hon); 3.Paul Hanna (Hon); 4. Don Murphy (Hon); 5. Joe Deintini (Kaw).

PLUS 30 AM D-2: 1. Tony Watkins (Hon); 2. Mike Meleski (Hon); 3. Tom Malone (Hon); 4. Mark Porretta (Hon); 5. Mark Dufourny (Kaw).

SCHBY: 1. Niel Woerner (Suz); 2. Josh Sweat (Suz); 3. Ron Faisst (Hon); 4. Jevon Ahner (Yam); 5. Greg McCulloch (Suz).

VINT: 1. Shane Lipe (Hon); 2. Dave Williams (Suz); 3. Tracy Updyke (Hon); 4. Fred Lucas (Kaw); 5. John Barber (Yam).

250/OPEN AM: 1. Aaron Kopp (Kaw); 2. Glen Robinson (Hon); 3. Shane Lipe (Hon); 4. Todd Shellito (Yam); 5. Charles Borg (Suz).

MINI 7-11 (80): 1. Travis Pastrana (Suz); 2. Ben McCarthy (Suz); 3. Dan Pepoon (Suz); 4. Shawn Russo (Kaw); 5. Jeremy Cook (Kaw).

MINI 12-13: 1. Shane O'Connor (Suz); 2. John Schneider (Hon); 3. Ron Robinson (Suz); 4. Shawn Gulla (Suz); 5. Jim Morgan (Suz).

MINI 14-15: 1. Tony Nagaro (Kaw); 2. Doug Retterer (Kaw); 3. Anthony Cavazza (Kaw); 4. Ken Plass (Kaw); 5. Robert Gregg (Hon).

125 AM D-1: 1. Josh Sweat (Suz); 2. Chad Kresge (Kaw);3. Jevon Ahner (Yam); 4. Ryan Betz (Suz); 5. Eddie Hololob (Suz).

125 AM D-2: 1. Robert Stock (Kaw); 2. Mike Nutter (Kaw); 3. Eric Swartwood (Hon); 4. Ron Faisst (Hon); 5. Derek Stull (Suz).

125 EX: 1. Neil Woerner (Suz); 2. Dave Kratz (Kaw); 3. Ron Beam (Hon); 4. Jesse Wilson (Hon); 5. Jeff May (Hon).

125 NOV D-1: 1. Bob Cunningham (Suz); 2. Francisco Sierra (Kaw); 3. Tom Santaita (Suz); 4. Jim Filbert (Kaw); 5. Jarrett Ahner (Yam).

125 NOV D-2: 1. Jason Barran (Yam); 2. Bob Neiss (Yam); 3. Matt Turcotte (kaw); 4. Mark Calderone (Hon); 5. Mike Whitehead (Kaw).

125 NOV D-3: 1. Josh Rizzo (Kaw); 2. Tom Musgrove (Hon); 3. Rich Difalco (Suz); 4. Chris Vandenhoek (Hon); 5. Mike Miller (Hon).

250 AM D-1: 1. Zack Marco (Kaw); 2. John Fesler (Suz); 3. Kirk Kruzie (Suz); 4. Jeff Eller (Hon); 5. Ed Anewalt (Yam).

250 AM D-2: 1. Mike Nutter (Kaw); 2. Aaron Kopp (Kaw); 3. Richarrd Schmidt (Suz); 4. Al Payne (Hon); 5. Dean Bush (Suz).

Schwartz sizzles at Glen Helen Speedway

By M. Sober

SAN BERNARDINO, CA, SEPT. 9

Bobby "Boogaloo" Schwartz easily outdistanced the field in the Scratch main event during Glen Helen Speedway action.

Schwartz drew the lane-one starting assignment, while to his right sat Bart Bast, Lance King and two-time California State Champion Steve Lucero. Schwartz got an immaculate gate and drove hard coming out of the first turns. Lucero was right on his tail, riding the unpredictable outside dirt. Entering turn one of the second lap, Lucero hit what riders referred to as the "speed bump", and slowed noticeably. He eventually pulled off the track to the infield. Bast picked up the pace and chased after Schwartz, but it was too late.

Andy Northrup won his first Handicap main of the year at Glen Helen, outdistancing fellow 30-yard handicapper Gary Ackroyd and a host of veterans off the back yardage, including 40-yard standouts Bart Bast and Lance King. On the 50 yard line were Schwartz, Lucero and Manchester. Greg Miller was the lone rider off the 10 yard line, and he set the early pace with Northrup and Ackroyd hot on his tail. As the lead group entered the third lap, Northrup drove underneath the less-experienced Miller and took over the lead. Ackroyd also moved up to second, as Miller panicked and fell back in the pack. Lance King, who was in sixth place when Northrup took over the lead suddenly came to life and drove his Weslake hard in the outside dirt, eventually passing Ackroyd's second-place position. King, the 1984 Overseas Final Champion, ran out of laps to catch Northrup and finished in second place. Ackroyd held on for third, while Bart Bast grabbed fourth.

Chris Harrington won the Support main, as he took a wire-to-wire victory over Erich Fertschneider and Mike Buschman.

Results

SCRATCH: 1. Bobby Schwartz (GM); 2. Bart Bast (Wes); 3. Lance King (Wes); 4. Steve Lucero (Gdn).

HDCP: 1. Andy Northrup (Wes); 2. King; 3. Gary Ackroyd (Wes); 4. Bast; 5. Lucero.

SUPP: 1. Dennis Herrington; 2. Erich Fertschneider; 3. Mike Buschman; 4. Huey Pierce; 5. Bently Barrett.

SDCAR: 1. Ross Millar/Dale Leeder; 2. Randy McIntyre/Robert Dent; 3. Steve Stanton/Tom Tufts; 4. Peter Lewis/Doug Obermeyer.

Faria flies to Perris Spdwy win

By Scott Daloisio

PERRIS, CA, SEPT. 3

National Champion Mike Faria won five of six races, including the Scratch main event, at Brian and Judy Church's Lake Perris Speedway.

Coming in the Scratch main, Faria had won all four of his preliminary races. As soon as the tapes went up to start the four-lap feature, the slender 35-year-old and Bobby Schwartz took off from youngsters John Aden and Chris Manchester.

Russell Racing/Shoei/Oilzall/A-1 Plank/Prime Ticket-sponsored, Faria was able to hold off the determined Schwarz all the way. When Paul Neighbors threw the checkered flag, Faria had his fourth-straight Lake Perris Scratch main win. Aden, appearing in his first-ever Scratch main, beat Manchester by a valve stem for the show spot.

In the Handicap main, Faria had to start all the way back on the 60-yard line. Among others, he had Schwartz, Manchester and Steve Lucero ahead of him. To post a win and score his second clean sweep in two nights, Faria was going to have to work very hard.

Lucero, coming from the 40, broke through the traffic first and built up a comfortable lead. Schwartz fought his way through the pack as well and found himself behind Lucero. Faria managed to get to the number-three spot, but there was absolutely no way he was going to catch Schwartz and Lucero. After eight laps, Lucero still had the Arai/Racecrafters/Oilzall/Oakley/K&N-backed Godden in first place, for his third Perris Handicap main win of 1992.

Local rider Kevin Nicklas jockeyed a Weslake to the Support class main win over Bob Bechtold, Louie Trotechaud and Joe Winston, while National Champions Randy McIntyre and Robert Dent took their Sunnymead Hardware Kawasaki to the win in the Sidecar main.

Results

SCRATCH: 1. Mike Faria (Wes); 2. Bobby Schwartz (Wes); 3. John Aden (Jaw); 4. Chris Manchester (Jaw).

HDCP: 1. Steve Lucero (Gdn); 2. Bobby Schwartz (Wes); 3. Mike Faria (Wes); 4. Chris Manchester (Jaw).

SUPP: 1. Kevin Nicklas (Wes); 2. Bob Bechtold (Wes); 3. Louie Trotechaud (Wes); 4. Gary McDonald (Wes).

SDCAR: 1. Randy McIntyre/Robert Dent (Kaw); 2. Joe Petraglovid/Alan Bilger (Kaw); 3. Peter Lewis/Jamie Macy (Kaw); 4. Dean Steele/Dwayne King (Hon).

Bault aces Daniel Boone MX

By Gwenn Harris

LONDON, KY, SEPT. 6

Chris Bault was the top rider in the 125cc C class in the Kentucky State Championships at Daniel Boone MX Park.

Brian Young got the first-moto holeshot, as the very large field of 24 riders came tearing out of the gate. At the half-lap mark Young held the lead with Jason Pierce right behind and Bault moving up fast. By the end of the first lap, Bault had taken over the lead, and he held it throughout the rest of the race. Young and Pierce battled it out for second with Young finally securing the spot.

The second moto began with a big pile-up in the first turn. Conrad Wilnoski came out of the turn first with Jamie Branblett right on his heels and Ryan Duff in third place. Duff had finished close to the bottom in the first moto, but began moving up steadily in moto two. By lap two he had secured first position and established a small lead. Robert Goldson and Young put on a good midpack battle, but no one was able to catch Duff, who won the moto. The overall victory went to Bault, as he placed second in moto two.

In the 250cc C class, another large group of riders contended for the title. In the first moto, a major pile-up in the first turn had some riders fighting up from the back of the pack. Fonzo Stanley survived the mayhem to grab the early lead, but Daniel Nelson flew past him on the first lap. By lap three, Nelson

had increased his lead to a comfortable margin, while a battle ensued behind him.

Jon Slavey tried his best to take over second position from Stanley. On the fourth lap Slavey made the pass, but was pushed back into third by Ryan Duff a few moments later. The moto ended with Nelson still in first and Duff in second.

The second moto began with Mike Linginfelter getting the holeshot, but Nelson roared past him in a small whoop section to take the lead. Linginfelter held on to the second position and Nelson came in first, giving him the moto and the overall victories.

Results

250 A: 1. Gregory Rand (Suz); 2. Mike Padgett (Yam); 3. Mark Guy (Yam).
80 BEG: 1. Chris Hedrick (Hon); 2. Estel Walton (Suz); 3. Michael Lambert (Kaw); 4. Armand Johnson (Kaw); 5. Brian Hodges (Hon).
60: 1. Paul Karle (Kaw); 2. Christopher Heath (Kaw); 3. Jeffrey Fields (Kaw); 4. Jason Bault (Kaw); 5. Ian Riddle (Kaw).
OPEN AM: 1. Fonzo Stanley Jr. (Yam); 2. Jamye McQuade (Hon); 3. Ken Thomas (Hon).
125 B: 1. John Brunck (Hon); 2. Steve Hensley (Suz); 3. Eric McHatton (Suz); 4. Mike Nutter (KTM); 5. C. Michael Ryan (Kaw).
SCHBY: 1. Andrew Wilson (Kaw); 2. Jake Morris (Kaw); 3. Jon Boruff (Suz); 4. Alvin Matney (Kaw); 5. Chris Bault (Suz).
U/L AM: 1. John Brunck (Hon); 2. Jon Slavey (Hon); 3. Steve Hensley (Suz); 4. Mike Linginfelter (Yam); 5. Dennis Stone (Hon).
NON-CURR: 1. Robert Goldson (Hon); 2. Brian Clothier (Yam); 3. Alex Krisher (Kaw); 4. Rick Stephens (Suz); 5. Bobby Feltner (Kaw).
ENDR: 1. Steve Riddle (Kaw).
250 C: 1. Daniel Nelson (Hon); 2. Mike Linginfelter (Yam); 3. Jon Slavey (Hon); 4. Ryan Duff (Hon); 5. Michael Glasscock (Suz).
80 JR: 1. Paul Karle (Kaw); 2. Ben Riddle (Kaw).
80 SR: 1. John Boruff (Suz); 2. Jake Morris (Kaw); 3. Michael Emmert (Suz); 4. Jimmy Brooks (Yam); 5. Jason Waters (Kaw).
125 C: 1. Chris Bault (Suz); 2. David Fulton (Hon); 3. Brian Young (Suz); 4. Steve Huseman (Yam); 5. Robert Goldson (Hon).
30+: 1. Mark Guy (Yam); 2. Mike Abplanalp (Yam); 3. Gene Hodge II (Suz); 4. Carl Blevins (Hon); 5. Gary Allen (Kaw).
25+: 1. Rodney Carrier (Suz); 2. Michael Glasscock (Suz); 3. Deuce Kirk (Suz); 4. Gene Hodge II (Suz); 5. Eric McHatton (Suz).
50: 1. Jason Bault (Yam); 2. Jacob Saylor (Yam); 3. Jeffrey Fields (Yam); 4. Terry Hampton (Yam); 5. Brandon Heath (Yam).
125 A: 1. Gregory Rand (Suz); 2. Mike Padgett (Hon); 3. Rodney Carrier (Suz); 4. Ray Boruff (Suz); 5. Mike Abplanalp (Hon).

Manchester manhandles Speedway Qualifiers

By M. Sober

VICTORVILLE, CA, SEPT. 5

Steve Lucero won the final round of the National Speedway Qualifier Series, but Chris Manchester emerged as the top rider overall.

The six-round series decided which 14 domestic riders will join two American British League regulars to compete in the National Speedway Championships.

The heat racing opened up with Gary Hicks, Mike Faria, Bart Bast and Lucero scoring predictable wins. The final two heats of the first round went to Rob Ball and Andy Northrup.

Shawn McConnell opened up the second round by taking the checkered flag ahead of Brent Werner, who was participating due to a dire need for points, despite sporting a broken jaw. Faria and Bobby Schwartz won over Hicks and Bast in the subsequent two races. Louis Kossuth used the inside starting lane to win over Lucero, and the pole also worked for Jeff Jones when he won his first race of the series. In the final heat race of the second round, Pfetzing won despite a serious late charge from Manchester.

Werner secured himself a place in the National when he opened the last round of heat races with a win over Oxley and Pfetzing. Faria continued his perfect day with a win, and Bast, Lucero, Jesse Ochoa and Manchester nabbed the final winning spots.

The first semi contained three riders in desperate need of points. McConnell needed a win to advance to the main and have a shot at one of the last spots in the Nationals. Ochoa was also on the bubble, and had to at least make it to the consolation race in order to have a chance.

Gary Hicks won the first semi, with Ochoa putting in one of the best rides of his life to finish second. Schwartz made his fifth main in six tries when he beat Pfetzing in semi number two, and Lucero relegated Manchester to the consolation race when he won the third semi. Faria made his fourth-straight main, taking the win over Oxley.

Oxley came in second in the consolation race to collect three more points and ensure his place in the National. Manchester made short work of the field and finished with a series-high 102 points.

Lucero continued to dominate the starts, as he holeshot the main from lane one and rode to the victory. Hicks stayed down low on Lucero's line and managed to hold off Faria and Schwartz, who finished in that order.

Results

MAIN: 1. Steve Lucero (Gdn); 2. Gary Hicks (Wes); 3. Mike Faria (Wes); 4. Bobby Schwartz (Wes).

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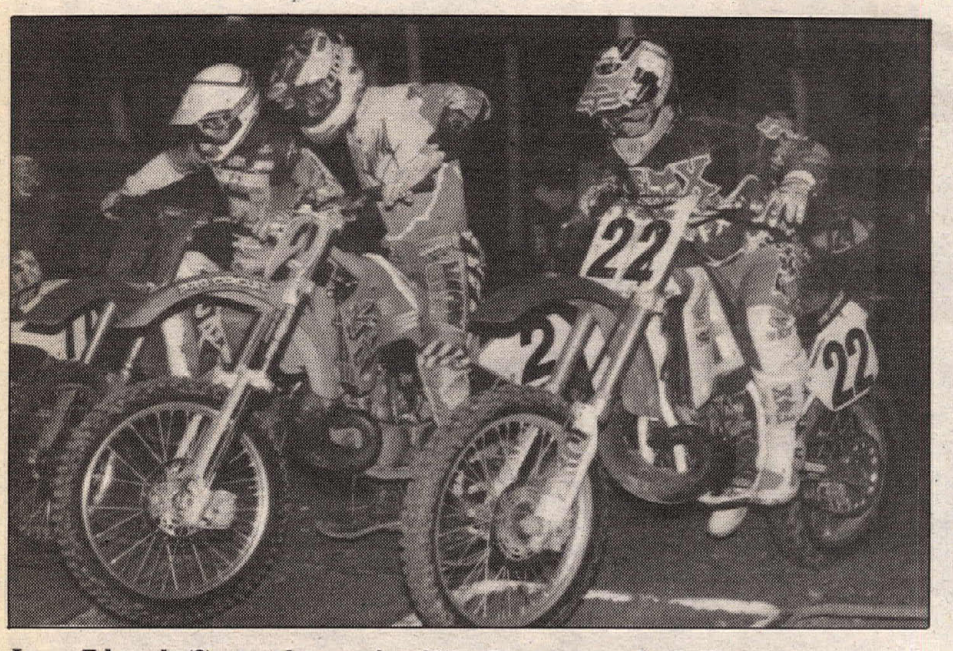

Jason Edwards (2) won the opening 250cc Pro moto at the Calhoun Supercross.

QUALIFYING: 1. Chris Manchester (102); 2. Bobby Schwartz (97); 3. Mike Faria (88); 4. Scott Brant (76); 5. Roby Pfetzing (71); 6. Gary Hicks (67); 7. Steve Lucero (64); 8. Bart Bast (62); 9. Charlie Venegas (49); 10. Brent Werner (46); 11. Andy Northrup (45); 12. Brad Oxley (44); 13. Louis Kossuth (43); 14. Jesse Ochoa (42).

Edwards, Rand clash at Calhoun Supercross

By Gary Crider

CALHOUN, GA, AUG. 29

Texan Jason Edwards and Ohioan Greg Rand came away with two moto wins each in fierce 125 and 250cc Pro racing at the grand opening of Calhoun Supercross, while Tennessee's Nathan Ramsey earned the only double-class honor of the night, winning all four motos in 125 and 250cc B action.

The track, under new ownership, has undergone a complete rebuilding under the direction of Ray Padgett. The new course features a peristyle turn, tunnel jump and improved drainage. Well over 200 entrants, representing nine states, were on hand for the Layton Suzuki/Motions/Pizza Box/Red Carpet Inn-sponsored event.

Rand put his Fox/Shoei/Pro-Circuit/Scott/PJ-1/100%/Dunlop-backed Suzuki out front to stay at the start of the opening 125cc Pro moto, while Edwards got a mediocre start. Edwards eventually moved his Kawasaki into third to challenge Honda pilot Sean Dukes. But Dukes held on for runner-up honors despite a last-lap bid by Edwards.

Moto two saw Answer/Bell/Works Connection/Dunlop/Silkolene-backed Edwards take his lead at the start, while Rand got away in sixth spot. By the fourth lap, Rand had taken over third. During the next two laps, he passed both Dukes and Edwards to take the lead. Under intense pressure from Edwards, Rand soon went down in a turn and had to settle for a third-place finish. Edwards took the moto win and the overall, nipping Dukes' 2-2 and Rand's 1-3.

A pile-up in turn two at the start of the first 250cc Pro moto put Rand into the DNF column and set Dukes back to a 10th place finish, while Edwards styled his way to victory by a huge margin over runner-up Brandon Smith.

Rand came back with a holeshot in moto two and quickly opened up a good lead. Edwards tried to close the gap but crashed hard on a slick downhill and finished far back, while Rand held for the win. Brandon Smith earned the overall with 2-4 finishes.

The 125cc B contest featured an all-night three-way brawl involving Nathan Ramsey, Bryan Gilliam and Anthony Pocorobba. Answer/Mark IV/Silkolene/Scott-backed Ramsey squeaked to the first moto win, while Pocorobba made a last-lap pass to finish second over Gilliam.

The final lap of moto two saw Gilliam holding the point position with Pocorobba and Ramsey breathing down his neck. With less than a half-lap remaining, Ramsey surged to the front to win with a perfect score over Gilliam and Pocorrobba.

"I just tried to pull up real close on the last lap," said Ramsey. "Then I went inside after the doubles and somehow found some traction!"

Ramsey was perfect again in the 250cc B contest over Brad Simpson, while Pocorobba came back to win the Schoolboy division.

Mason Williams won the Junior Mini contest after sharing moto wins with runner-up Matt Walker, while Christopher Bailey topped the Senior Mini class.

Rick Lindell was the 30 Plus class winner over 1992 AMA Plus 30 B Champion Michael Henderson.

Results

P/W: 1. Adam Laskowski (Yam); 2. Josh Crider (Yam); 3. Cody Burns (Yam); 4. Blake Wood (Suz); 5. Matt Crutchfield (Yam).

P/W SPECIAL: 1. Amanda Myers (Suz); 2. Josh Maynard (Kaw); 3. Adam Lamar (Suz); 4. Amber Guerin (Suz); 5. Amy Hinkley (Suz).

JR CYC: 1. Aaron Lindsey (Kaw); 2. Chad Albritton (Kaw); 3. Scotty McGill (Kaw); 4. Jimmy Burns (Kaw); 5. Troy Travis (Kaw).

80 BEG: 1. Anthony D'Amico (Kaw); 2. Robert Samples (Kaw); 3. Unknown; 4. Robin Wallace (Kaw); 5. Stanley Loften (Kaw).

JR MINI: 1. Mason Williams (Suz); 2. Matt Walker (Kaw); 3. Mick Bailey (Kaw); 4. Thomas Emmett (Suz); 5. T.J. Carter (Yam).

SR MINI: 1. Christopher Bailey (Kaw); 2. Mick Bailey (Kaw); 3. Cliff Messer (Hon); 4. T.J. Carter (Yam); 5. Bubba Woodhaus (Suz).

S/MINI: 1. Travis Langston (Suz); 2. Christopher Bailey (Kaw); 3. Shae Bentley (Kaw); 4. David Dishman (Suz); 5. Mason Williams (Suz).

SCHBY: 1. Anthony Pocorobba (Hon); 2. Travis Langston (Suz); 3. David Dishman (Suz); 4. Chris Henderson (Suz); 5. Christopher Bailey (Kaw).

125 BEG: 1. Paul Goode (Suz); 2. Jason Waldrop (Hon); 3. Darrell Newberry (Suz); 4. Unknown; 5. Mark Guess (Kaw).

250 BEG: 1. Craig Greer (Kaw); 2. Chris Lumpkin (Suz); 3. Unknown; 4. Daniel Henderson (Hon); 5. Jeff Collins (Suz).

125 C: 1. Kris Swaney (Suz); 2. Jason Benton (Kaw); 33. Bryan Smith (Kaw); 4. Tim Watkins (Suz).

250 C: 1. John Upton (Suz); 2. Unknown; 3. Unknown; 4. Shane McElwaney (Yam); 5. Sean Dillon (Suz).

125 B: 1. Nathan Ramsey (Suz); 2. Bryan Gilliam (Kaw); 3. Anthony Pocorobba (Hon); 4. Brad Simpson (Kaw); 5. Shawn Sewell (Suz).

250 B: 1. Nathan Ramsey (Suz); 2. Brad Simpson (Kaw); 3. Chris Boyd (Kaw); 4. Telly Olympiadis (Hon); 5. Rodd Norton (Yam).

25+: 1. Lance Newsome (Kaw); 2. Mike McConnville (Hon); 3. Stan Hightower (Kaw); 4. Sean Dillon (Suz); 5. Jerry Ravens (Yam).

30+: 1. Rick Lindell (Yam); 2. Michael Henderson (Hon); 3. Stan Hightower (Kaw); 4. Warner Wilbourn (Kaw); 5. Tim Carter (Yam).

40+: 1. Ricky Lamb (Hon); 2. Warner Wilbourn (Kaw); 3. Bobby Bishop (Kaw); 4. Larry Hamrick (Suz); 5. James Barton (Kaw).

BOMBER: 1. Jerry Ravens (Yam); 2. Kip Wood (Yam); 3. Ken West (Hon); 4. Danny Hicks (Hon); 5. Scott Hannah (Kaw).

U/L AM: 1. Shawn Sewell (Suz); 2. Danny Skiffon (Suz); 3. Telly Olympiadis (Hon); 4. Josh Darnell (Suz); 5. Terry Haynes (Suz).

ENDR: 1. Bobby Woodall (Hon); 2. Terry Hanes (Suz); 3. Charles M. (Suz); 4. Billy Barton (Suz); 5. Tony Edwards.

125 PRO: 1. Jason Edwards (Kaw); 2. Sean Dukes (Hon); 3. Greg Rand (Suz); 4. Keith Turpin (Suz); 5. Ryan Reynolds (Hon).

250 PRO: 1. Brandon Smith (Kaw); 2. Ryan Reynolds (Hon); 3. Jason Edwards (Kaw); 4. Rick Lindell (Yam); 5. Sean Dukes (Hon).

Little lands Carlsbad MX win

By Dave Burgess

CARLSBAD, CA, SEPT. 5

Darrel Little rebounded from a second place finish in the first moto to win the all-important second moto and clinch the overall victory in the 250cc Beginner class at round one of the Cycle Parks West Fall Series, held at Carlsbad Raceway.

Racing Enterprises once again teamed up with Cycle Parks West to put on a four race series at Carlsbad, and the prizes up for grabs brought out the riders in droves.

At the start of the first moto, Bruce Forinash grabbed a big holeshot, and led the field through the first turn. As the pack began to sort itself out, Forinash began dropping back. George Roese took command of the point position with Little running second. Little closed the gap on Roese and began to pressure. Little shot by for the lead wiht relative ease, but then found it difficult to slip away.

Closing the gap on Roese was John Demaria. Demaria had gated poorly and was moving around riders, by the halfway point, Demaria was a close third behind Roese.

Demaria made his move on Roese, and began to ease up on Little, who seemed to be cruising out front. As the white flag flew, Demaria shot past Little and took home the victory ahead of Little, Roese and Lance Clark.

If races were only one lap long, Bruce Forinash would be undefeated. Forinash again rocketed to a huge lead at the start of the second moto. Little took command over Forinash, and Demaria also slipped by and Demaria and Little began to pull away from the rest of the field.

The rider who crossed the finish line first would take the overall, and both of them knew it. The next six laps were tense, as Demaria and Little were never more than a bike length apart. They finished just as they had started, with Little taking the win and the overall, over Demaria and Lance Clark.

Results

80 BEG: 1. Brian Porterfield (Hon).

80 JR: 1. Manny Arias (Kaw).

125 BEG: 1. Bryan Cox (Yam); 2. Jerry Mooney (Hon); 3. Matt Smith (Kaw); 4. Chris Mathew (Suz); 5. Becky Kukla (Kaw).

250 BEG: 1. Darrel Little (Hon); 2. John Demaria (Hon); 3.Lance Clark (Suz); 4. David Cox (Yam); 5. George Zoese (Hon).

125 INT: 1. Justin Lusian (Suz); 2. Michael Sebastian (Hon).

250 INT: 1. Ulf Johansson (Yam); 2. Ignacio Rivera (Suz).

500 INT: 1. Robert Failing (Hon); 2. Scott Richeson (Kaw).

25-29 INT: 1. Robb Mesecher (Yam); 2. Mark Decher (Suz); 3. Bob Johnson (Kaw).

VET-BEG: 1. Bruce Virgil (Yam); 2. Darrell Little (Hon); 3. Dan Virgilio (Yam); 4. George Roese (Hon); 5. Dan Shaparo (Suz).

VET JR: 1. Tom Mellor (Hon); 2. Jeff Bonn (Yam); 3. Keith Dievers (Yam); 4. Pete Vertrano (Hus); 5. Stephen Clark (Yam).

VET INT: 1. Marc Crosby (Yam); 2. Rick Richards (Kaw); 3. Ron Lawson (KTM); 4. Ted Kukla (Kaw); 5. Jeff Mason.

VET EX: 1. Marc Crosby (Yam); 2. Rick Richards (Kaw); 3. Robert Failing (Hon); 4. Frank Steiner (Kaw); 5. Tom Moen (KTM).

VET PRO: 1. Robert Weber (Hon); 2. Joe Merrihew (Kaw); 3. Vincent Deloca (Hon); 4. Willie Amaradio (Yam).

PRO: 1. Tony Amaradio.

OT JR: 1. Tom Lambert (Kaw); 2. Mike Stell (KTM); 3. Bob Kohler (Hon).

OT INT: 1. Bill Malone (Hon).

OT EX: 1. Jody Weisel (Kaw); 2. Alan Olson (KTM); 3. Nick Costello (Hon); 4. Lyle Sweeter (Hon); 5. Jack McCormick (Hon).

Crowley cops Mid-State ST wins

By Mike Vancil

PASO ROBLES, CA, SEPT. 5

Veteran short-tracker Kevin Crowley powered his way to two wins in the final event of the R&D Enterprises season.

The 12-lap final events on the tacky short track were a bit of a worry for Crowley, but he kept to his game plan and worked the inside line to his advantage. In the Open Expert class, only two other racers were in the hunt; Billy Luker and Patrick McDaniel. They did not pressure Crowley hard enough, though, and finished second and third, respectively.

The story was different in the 500cc Expert final, however. The holeshot was enjoyed by Patrick McDaniel, and he held the inside line for eight laps while Michelle DiSalvo tried to get around him. She was only a half a bike length behind for the entire distance, using the tacky surface to keep her Honda driving forward.

In turn three of lap nine, McDaniel lost the groove and took DiSalvo to the very edge of the course. Crowley dove underneath the two front-runners and grabbed the lead, and Luker and Danny Ritchie followed.

In the next half-lap, Luker moved past Ritchie, and DiSalvo powered into second behind Crowley. Crowley had to withstand DiSalvo's charges for the remaining three laps. Crowley held on for the win, while DiSalvo turned in a sterling performance for second place.

Results

P/W 50 STK: 1. Chris Wesney (M-M); 2. Travis Patterson (Hon); 3. Nathan Waskiewicz (Yam); 4. Duke Erickson (Yam); 5. Eric Pina (Suz).

P/W 50 MOD: 1. Cole Lambert (Yam); 2. Darrell Beadsley (Yam).

MINI 60 NOV: 1. Daniel Brown (Yam); 2. Josh Ritchie (Yam); 3. Gary Ritchie (Yam); 4. Daniel Brown (Yam); 5. Marc Newby (Kaw).

MINI 80 NOV: 1. Jeremy Santoro (Kaw); 2. Charlie Powell (Kaw); 3. Dustin Croci (Kaw); 4. Kitt Nay (Yam); 5. Trevore Frozetting (Suz).

125 NOV: 1. Randy Arimas (Hon); 2. Zane Rief (Hon); 3. Cliff Smith (Hon).

250 NOV: 1. Rick Rohrer (Yam); 2. Zane Reif (Hon); 3. Jon Birks (Yam); 4. Chris Campos (Yam).

500 NOV: 1. Rick Rohrer (Yam); 2.Kevin Deupser (Yam); 3. Clint Erickson (Yam); 4.Johnny Johnson (Yam); 5. Kenny Remo (Yam).

500 JR: 1. Adam Enticknap (Yam); 2. Larry Thurman (Yam); 3. Bryan Duniven (Yam).

OPEN JR: 1. Bryan Dunivan (Yam); 2. Adam Enticknap (Yam).

500 EX: 1. Kevin Crowley (W-R); 2. Michelle DiSalvo (Hon); 3. Billy Luker (Yam); 4. Patrick McDaniel (W-R); 5. Danny Ritchie (Yam).

OPEN EX: 1. Kevin Crowley (W-R); 2. Billy Luker (Yam); 3. Patrick McDaniel (W-R).

Williams wins truck at Perris MX

By Tony Alessi

PERRIS, CA, SEPT. 5

Jim Williams enjoyed a satisfying conclusion of the GFI Win A Truck Night Series, held at Perris Raceway, by first clinching the 250cc Beginner class series title, then topping that moment by winning the new Chevy S-10 pick-up truck. The truck was supplied by GFI President Goat Breker, who bought the track from Paradise Chevrolet.

Five riders' names were drawn from all the class contenders, with the first name drawn by Steve Lamson. The remaining riders' names were drawn out until there were only five finalists. Jim Henn from the 25-29 Novice class, Keith Loonsfoot from the 125cc Novice class, Steve Myers and C.T. Falk from the 250cc Novice class and Williams from the 250cc Beginner class were the five finalists.

Each of the finalists were then asked to pick a key out of a box, and only one of the keys would start the new truck.

The pressure and excitement mounted as Henn was chosen first. Henn tried his key, but his face showed disappointment after it wouldn't turn. Myers was next, but suffered a similiar fate. Then came Williams' turn, and to the delight of nearly 500 onlookers, the key turned and the truck came to life.

"It's been two years of back-breaking riding, and this makes it all worth while," Williams said. "Now I'm going to buy a lottery ticket and go to Vegas. Who knows, tonight a truck, tomorrow a million dollars."

Results

50 FIRST TIMER D-1: 1. Johnathon Lehmann (Suz); 2. Rick Eaton (Yam); 3. Bruce Wilkinson (Yam); 4. Chris Greene (Yam); 5. Charlie Jenkins (Yam).

50 FIRST TIMER D-2: 1. Ryan Hays (Yam); 2. Jonathon Lozaon (Suz); 3. Daton Beavers (Yam); 4. Kyle Vicioso (Yam); 5. Michael Beaver (Yam).

50 STK D-1: 1. Nick Alvarez (Yam); 2. Cale Wallace (Yam); 3. Bryan Mathews (Yam); 4. Joe Hamilton (Yam); 5. Super Dave (Yam).

50 STK D-2: 1. Tyson Talkington (Yam); 2. Chad Munn (Yam); 3. Andrew Renshaw (Yam); 4. Brandon Altmann (Yam); 5. Daniel Taft (Yam).

60 0-8: 1. Justin Mace (Kaw); 2. Danny Pettingill (Kaw); 3. Jeremy Keiper (Kaw); 4. Kyle Mace (Yam); 5. Chris Martinez (Kaw).

60 9-11: 1. Bryan McGavran (Kaw); 2. Geoff Rader (Kaw); 3. Christopher Tocco (Cef); 4. Erik Wood (Kaw); 5. Nick Beaver (Kaw).

80 BEG: 1. Nick Norton (Suz); 2. Joshua Carter; 3. Chad Defries (Yam); 4. Nick Beaver (Hon); 5. Bryan McGavran (Suz).

80 NOV: 1. Robby Couse (Kaw); 2. Erik Helma (Kaw); 3. Eric Anderson (Kaw); 4. Marvin Gaye (Kaw); 5. Devin Klien (Suz).

125 BEG: 1. Josh Wray (Yam); 2. Drue Holderman (Suz); 3. Kenny Morris (Suz); 4. Paul Bria (Kaw); 5. Joey Davis (Hon).

125 NOV: 1. Chris Repp (Kaw); 2. Keith Loonsfoot (Kaw); 3. Raymond Bowers (Kaw); 4. Matt Eagleton (Kaw); 5. Sammy Davis (Hon).

125 INT: 1. Tyson Kady (Kaw); 2. Joe Tuttobene (Suz); 3. J.J. Petchel (Yam); 4. Dan Bohman (Yam). 5. Ken Wilson (Hon).

125 PRO: 1. Don Upton (Hon); 2. Dana Wiggins (Yam); 3. Ray Hensley (Suz); 4. Craig Mason (Suz).

250 BEG: 1. Pete Marino (Suz); 2. Ryan Banford (Hon); 3. John Carter (Kaw); 4. Tim Walker (Yam); 5. Elton Yates (Kaw).

250 NOV: 1. Jim Henn (Suz); 2. C.T. Falk (Yam); 3. Travis King (Yam); 4. Tony Alessi (Suz); 5. Robert Little (Hon).

250 INT: 1. Tyson Kady (Yam); 2. John Holmes (Kaw); 3. Willy Haney (Hon); 4. James Whitehead (Kaw); 5. Travis Cory (Yam).

250 PRO: 1. Don Upton (Hon); 2. Jeff Fine (Hon); 3. Tracy Monterone (Yam); 4. Dane Wiggins (Yam); 5. Mike Hooker (Suz).

500 BEG: 1. Greg Verdugo (Hon); 2. John Navarro (Hon); 3. John Nixon (Hon); 4. Keith Sawiskas (Hon).

500 NOV: 1. Karl Holmberg (KTM); 2. Jim Smith (Hon); 3. Mathew Mitchel (Yam); 4. Fred Thiel (Yam).

500 INT: 1. Garth Milan (ATK).

500 PRO: 1. Gregory Zitterkopf (Kaw); 2. Dave Ondas (Kaw).

+25 BEG: 1. Mark Sherwood (Hon); 2. McPhail (Suz); 3. Jay Prenot (Kaw); 4. Tim Williams (Kaw); 5. Tim Welch (Kaw).

+25 NOV: 1. Dave Graff (Hon); 2. Jim Henn (Suz); 3. Robert Little (Hon); 4. C.T. Falk (Yam); 5. Glenn Delatorre (Suz).

+25 INT: 1. David Lynch (Hon); 2. Todd Gould (Kaw); 3. Ken Wilson (Hon); 4. Ken Erb (Yam); 5. Tim Nash (Suz).

+30 NOV: 1. Scott Stearns (Suz); 2. David Holland (Hon); 3. Scott Highland (Suz); 4. Karl Holmberg (KTM); 5. Bobby Doty (Hon).

+30 INT: 1. David Lynch (Hon); 2. Terry Varner (Yam); 3. Joel Seals (Suz); 4. Willy Haney (Hon); 5. Tom Engel (Hon).

+35 NOV: 1. Greg Rader (Hon); 2. W.G. Wilson (Suz); 3. Wally (Suz); 4. Jeff Arrzouman (Suz); 5. Dan McClintock (Yam).

WMN: 1. Barbara Engel (Yam); 2. Gale Webb (Hon); 3. Karen Neilson (Hon); 4. Andrea Webb (Suz); 5. Jeanie Argento (Hon).

Abbott awesome at Labor Day 100

By A.H. Tellier

ARAPINE, AZ, SEPT. 6

Destry Abbott took advantage of his first-row starting spot at the Arizona Desert Racing Association's Labor Day 100, jumping out ahead of the dust to finish first overall.

The course, which was at an elevation of 7000 feet, featured dusty conditions and heavy course-encroaching plant growth. Branches and limbs grabbed at the riders in every corner, as was evidenced by the high number of visorless helmets at the finish.

Abbott tore away from the start on the first wave and promptly opened up a two-minute lead on the first of four 33-mile loops. From that point on, the KTM pilot's only challenge was to safely navigate his way around the back-markers.

The high-speed course was relatively easy, with the exception of the "101 Turns" section, where Abbott took a Juniper branch in the bicep.

Abbott shook off the pain and cruised to a seven-minute win, despite having to ride the second half of the race without a seat.

"I sat down on the second lap and it (the seat) was gone!" said the ADRA number-one plate holder. "I hope I don't need stitches in my arm. I hate stitches."

Jim Roewer topped the highly-competitive Senior Amateur class, beating Tom Frantz by almost four minutes. Roewer had guessed right and had the correct set-up on his CR500 for the high-speed course.

"I was geared real high," said Roewer. "I clutched a lot in the trees and did all my passing down on the tank."

An especially strong ride was turned in by

Senior Novice-class winner Ken Older, who just last year was in the Beginner division. Older finished a very strong sixth overall, leading several to predict that he will soon be bumped up to the Amateur class.

Results

OPEN EX: 1. Destry Abbot (KTM); 2. Ken Kozlik (Kaw); 3. John Haggard (Kaw).
OPEN AM: 1. Eddie Nordstrom (Kaw); 2. Mark Draper (Kaw); 3. Bryan Dobmeier (Hon).
200 AM: 1. Cass Morgan (Kaw).
25+ EX: 1. Pat Prosser (KTM); 2. Mike Kozlick (Kaw).
57+ EX: 1. Wayne Decklever (Yam).
30+ AM: 1. Jim Roewer (Hon); 2. Tom Frantz (Hon); 3. Steve Gonzalez (KTM).
30+ VET: 1. Ken Older (Hon); 2. Rich Harmon (Hon); 3. Tom Young (Hon).
40+ VET: 1. Cuffy Crabbe (Kaw); 2. Tom Shoemig (KTM); 3. Pat Hoban.
50+ VET: 1. Al Forbes (Yam); 2. Joe Prosser (KTM); 3. Gary Jensen (Yam).
OPEN NOV: 1. Kevin Best (Kaw); 2. Tim Hoban (Kaw); 3. Josh Randall (Hon).
250 NOV: 1. Don Yancey (KTM); 2. Nick Kochenderfer (Yam); 3. Jim Hicks (Hon).
200 NOV: 1. Gary Hornsby (Kaw); 2. Taylor Yancey (Kaw); 3. Preston Pierce (KTM).
CLASSIC: 1. Jim Rosenau (Suz); 2. Dave Parsons (KTM).
VINT: 1. Alan Kim (Hon); 2. Fred Smack (Yam); 3. Rod Phillips (Hus).
OPEN BEG: 1. Phil Merrell (Kar); 2. Dean Tompson (Hon); 3. Taylor Rawak (Yam).
250 BEG: 1. John Franco (Hon); 2. Gary Weiss (Hon); 3. Ron Douglas (KTM).
200 BEG: 1. Dale Burns (KTM); 2. Danny Fahey (Kaw); 3. Lyndon Lamborn (Kaw).
WMN: 1. Lisa Wagher (KTM); 2. Kate Kochenderfer (Hon); 3. Brandee Tomko (Kaw).
SPTSMN: 1. Bud Marshall (Hon); 2. Matt Mullis (Kaw); 3. Rob Faquette (Hon).

Lynch mobs Speedway 250 ST

By Sherry Bellinger

CADIZ, OH, SEPT. 5-6

Thirteen-year-old Paul Lynch won two classes on the first day of a two-day event at Speedway 250.

After topping Sammy Stepanovich and Jamie Inch in the 250cc Smooth-Tire class, Lynch switched from his Honda to a Rotax, and lined up for the Open B contest. John VanDerKooi gave Lynch some stiff competition, going high and low as he looked for a way around, but Lynch hooked up and pulled away for the win.

In the Open Pro class, John VanDerKooi's brother Jerry put a stop to Lynch's hot streak. VanDerKooi put his Rotax out in front and never looked back. After a race-long battle for second place with John VanDerKooi, Lynch secured the position at the finish.

The Senior class featured wheel-to-wheel action between Jim Beck and John VanDerKooi. The duo battled for seven laps, but Beck slowed on lap eight when his spark plug cap came loose and VanDerKooi pulled away with the win.

Results

SATURDAY
50 STK: 1. Race Bellinger (Yam); 2. Charlie Italia (Suz).
60 SMOOTH: 1. Cory Roth (Hon); 2. Jayson Hallett; 3. Donny Jackson (Hon).
80 KNOBBY: 1. Dennis Baker (Suz).
80 SMOOTH: 1. Cory Roth (Hon).
0-200 KNOBBY: 1. Bob Milligan (Suz); 2. Tom Derby (Kaw); 3. Dave Ash (Pen); 4. Dave Knight (Hon); 5. Jimmy Martin (Kaw).
0-250 KNOBBY: 1. Tom Derby (Kaw); 2. Bob Milligan (Suz); 3. Brian Smith (Suz); 4. Dave Ash (Pen); 5. Don McKinney (Yam).
0-250 SMOOTH: 1. Paul Lynch (Hon); 2. Sammy Stephanovich (Kaw); 3. Jamie Inch (Hon); 4. Scott Baker (Bul).
VINT: 1. Kenny Arnold (Bul); 2. Don Herron (Bul); 3. David Arnold (Bul); 4. Donnie Inch (Bul).
SR 30+: 1. John VanDerKooi (Yam); 2. Dale Sondles (Hon); 3. Scott Baker (Hon); 4. Jim Beck (Rtx).
OPEN B: 1. Paul Lynch (Rtx); 2. John VanDerKooi (Yam); 3. Jamie Inch (Hon); 4. Kevin Bresnahan (Hon); 5. Sammy Stepanovich (Kaw).
OPEN PRO: 1. Jerry VanDerKooi (Rtx); 2. Paul Lynch (Rtx); 3. John VanDerKooi (Yam); 4. Jim Beck (Rtx).
SUNDAY
50 STK: 1. Race Bellinger (Yam).
60 SMOOTH: 1. Cory Roth (Hon).
80 SMOOTH: 1. Nick Evans (Hon); 2. Cory Roth (Hon).
0-200 KNOBBY: 1. Bob Milligan (Suz); 2. Tom Derby (Kaw); 3. Craig Milligan (Suz); 4. Dave Ash (Pen); 5. Jimmy Martin (Kaw).
0-200 SMOOTH: 1. Andy Pelinsky (Hon).
0-200 KNOBBY: 1. Tom Derby (Suz); 2. Bob Milligan (Suz); 3. Dave Ash (Pen); 4. Brian Smith (Suz).
0-250 SMOOTH: 1. Jamie Inch (Hon); 2. Sammy Stepanovich (Kaw); 3. Andy Pelinsky (Hon).
SR 30+: 1. John VanDerKooi (Yam); 2. Jim Beck (Rtx); 3. Dale Sondles (Yam).
OPEN B: 1. John VanDerKooi (Yam); 2. Sammy Stepanovich (Kaw); 3. Jim Beck (Rtx).
OPEN PRO: 1. Jerry VanDerKooi (Rtx); 2. John VanDerKooi (Yam); 3. Jim Beck (Rtx).

Williams wails at Sonoma RR

By Erik Hove

SONOMA, CA, AUG. 23

Joe Brett Williams recorded three wins and became the first person to beat Al Salaverria in the Formula Grand Prix Series in its inaugural season.

Before the race, Scott Gray predicted that he would turn a lap time three seconds faster than Don Greene's unofficial track record of one minute and 45.7 seconds. It looked like Gray's prediction might come true when he made a daring pass on Williams and started to leave the pack behind. Gray's chances came to an end, however, when he crashed in turn seven on the second lap.

Williams took over the lead spot after Gray's crash, and held on for the win. Salavarria, Geep Teranova and Chuck Sorenson com-

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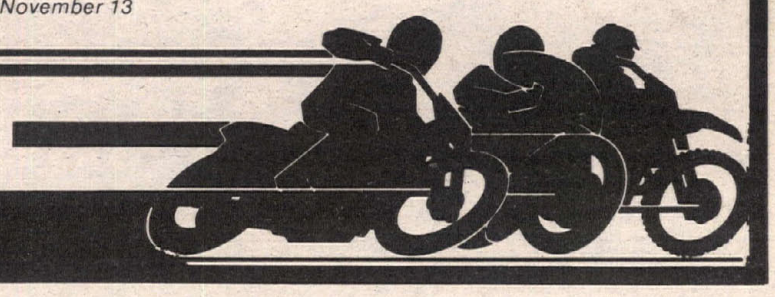

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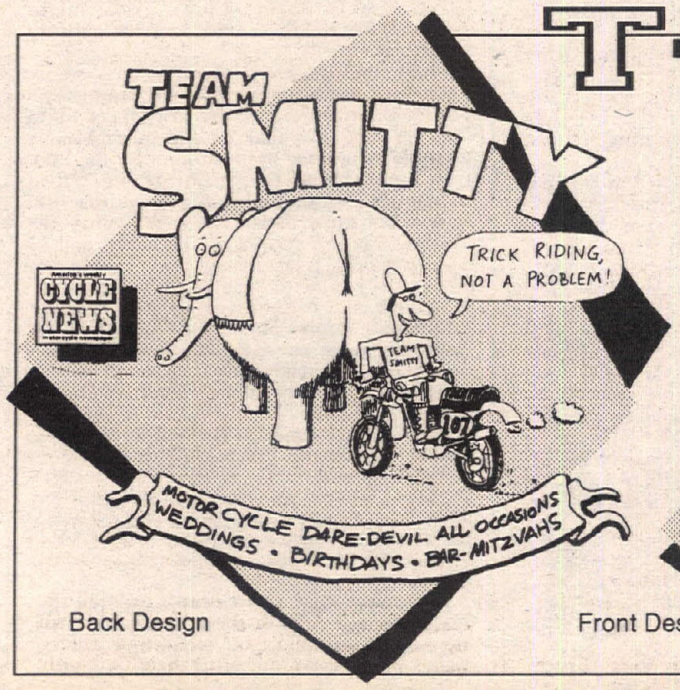

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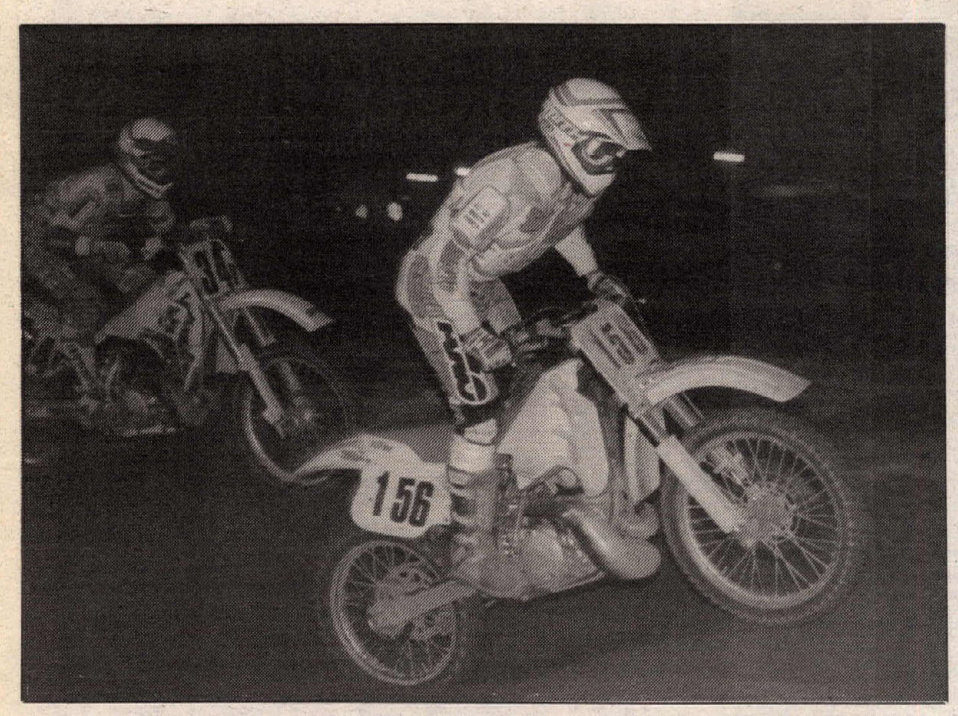
LOCAL EVENTS



Mark Prince (156) was perfect at LACR, acing both 500cc Novice motos for the win.

bined to mount a charge through the pack, but couldn't catch Williams. Salaverria placed second on a borrowed TZ250, as he wasn't able to get his Aprilia running right in time for the race.

Results

F-PAC GP: 1. Joe Brett Williams (Hon); 2. Al Salaverria (Yam); 3. Geep Terranova (Yam); 4. Chuck Sorensen (Yam); 5. Darrell Clingerman (Yam).

250 PROD: 1. Frank Mazur (Kaw); 2. Brian Bartlow (Kaw); 3. Jeff Leggitt (Kaw); 4. Ed Ernst (Hon); 5. Tom Dorsey (Kaw).

OPEN S/ST: 1. Darrell Clingerman (Yam); 2. K.C. Gager (Yam); 3. Brock McAllister (Hon); 4. Bob Mesa (Yam); 5. Marcos Monasterios (Suz).

650 TW: 1. Mike Summers (Hon); 2. Dave Colbert (Hon); 3. Alan McKenna (Hon); 4. Greg Prinsze (Hon); 5. Brad Nevins (Hon).

600 S/ST: 1. Dave Stanton (Hon); 2. Dwayne Chung (Hon); 3. Mike Riley (Yam); 4. Dave Francis (Hon); 5. Brian Parriott (Hon).

OPEN TW: 1. Kurt Sager (Duc); 2. Paul Orlandi (Duc); 3. Eron Flory (BMW); 4. James Coda (Duc); 5. Dan Reeser (Duc).

750 S/ST: 1. Joe Brett Williams (Hon); 2. Don Schmidt (Kaw); 3. Dean Mizdal (Kaw); 4. Jim Vanicek (Kaw); 5. Tim Blasquez (Suz).

OPEN GP: 1. Denny Doherty (Yam); 2. K.C. Gager (Yam); 3. Jeff Short (Kaw); 4. Marcos Monasterios (Suz); 5. Donald Rudolfs (Yam).

F-2: 1. Geep Terranova (Yam); 2. Wayne Montoya (Yam); 3. Chris Waller (Yam); 4. Dave Avery (Yam); 5. Vince Meyer.

F-40: 1. Denny Doherty (Yam); 2. Bill Eggimann (Yam); 3. Mike Summers (Hon); 4. Paul Orlandi (Duc); 5. Don Grijalva (Yam).

250 S/ST: 1. Gary Jervis (Hon); 2. Greg Prinsze (Suz); 3. J.L. Williams (Suz); 4. Scott Elledge (Yam); 5. Roger Longo (Yam).

450 PROD: 1. Craig Avery (Yam); 2. Ross Wells (Yam); 3. Jason Black (Yam); 4. Guy Celestre (Yam); 5. Mike Smith (Yam).

F-1: 1. Joe Brett Williams (Hon); 2. Don Schmidt (Kaw); 3. Geep Terranova (Yam); 4. Jim Vanicek (Kaw); 5. Mike Riley (Yam).

600 PROD: 1. Dave Stanton (Hon); 2. Dave Francis (Hon); 3. Todd Heft (Yam); 4. Brian Parriott (Hon); 5. Craig Mclean (Hon).

750 PROD: 1. Dave Stanton (Suz); 2. Craig Seher (Suz); 3. Clarence Mulock (Kaw); 4. Chris Mast (Suz); 5. Anthony Lupo (Suz).

VINT: 1. Peter Watson (BMW); 2.Mark Mathews (Hon); 3. Craig Weeks (Yam); 4. Paul Doyle (Hon); 5. Ernest Montague.

OPEN PROD: 1. Dean Mizdal (Suz); 2. Randy Hener (Yam); 3. Mike Krynock (Suz); 4. Brok McAllister (Hon); 5. Derick Powell (Suz).

450 S/ST: 1. Todd Heft (Yam); 2. Jeff Ortlip (Yam); 3. Mike Smith (Yam); 4. Robert Nunez (Yam); 5. Paul Kellogg (Yam).

F-4: 1. David Pare (Hon); 2. Bill Stamos (Kaw); 3. Ray Kinner (Kaw).

F-SGL:1. Denny Doherty (Hon); 2. Dan Cook (Yam); 3. Joe Pethoud (Hon); 4. Jeff Jones (Yam); 5. Gary Hews (Yam).

McDowells share wins at Lodi ST

By Mindyz Mac

LODI, CA, SEPT. 5

Bryan McDowell earned the Pro-Am win at Lodi MC's last short track race of the season, while brother Bobby McDowell turned in a good ride to win the 15-lap Open A main event.

Matt Wait pulled the holeshot and led early in the Pro-Am race. Bryan McDowell was riding on Wait's rear wheel, and made several attempts to get around. McDowell finally made a successful move on the last lap to win just ahead of Wait.

In the Open A main Bryan McDowell grabbed the lead in the first turn, with Mark Key and Bobby McDowell in hot pursuit. By midrace, Key and Bobby McDowell had worked their way past the leading Bryan McDowell. Key led until the 10th lap, when Bobby McDowell powered by on the inside of turn three and held the lead to the checkers for the win.

The Women's class saw Debbie Anderson pull off another come-from-behind win over Tami Quan and Verna Ober. Anderson was last off the line, but found the fast line around the track on her Kawasaki, moving through the entire pack for a well-deserved win.

Results

P/W MOD: 1. Travis Foulger (Yam); 2. Nick Moore (Yam); 3. Eddie Hegarty (Yam).

P/W STK: 1. Daniel Jenkins (Suz); 2. Scott Meyer (Yam); 3. Nick Moore (Yam).

60/80 C: 1. Jesse Dawson (Kaw); 2. Jeremy Ellis (Hon); 3. Craig Gonzales (Yam); 4. Mickey Lane (Kaw).

80 A/B: 1. Toby Jorgensen (Hon); 2. K.C. Rigmaiden (Kaw); 3. Kurtis Roberts Jr. (Kaw); 4. Eric Martin (Kaw); 5. Shawn Raggio (Kaw).

WR: 1. Debbie Anderson (Kaw); 2. Tami Quan (Rtx); 3. Verna Ober (Kaw).

250 C: 1. Wayne Davis (Yam); 2. Davis Winters (C-A); 3. Dennis Cameron (Kaw).

250 A/B: 1. Billy Martin (C-A); 2. Johnny Murphree (Hon); 3. Earnie Martin (Suz); 4. Shawn Russell (Kaw); 5. Gary Miller (C-A).

250 SCHBY: 1. Johnny Murphree (Hon); 2. Billy Martin (C-A).

VINT C: 1. Brian Berger (Yam); 2. Michael Knight (Yam); 3. Bud Riddle (Yam); 4. Greg Riddle (Yam); 5. Chris Marquis (Hon).

VINT A/B: 1. Gary Milewski (Tri); 2. Jeff Holgate (Yam); 3. Jeff Gabhart (Hon).

VET C: 1. Greg Riddle (Hon); 2. Brian Berger (Hon); 3. Dennis Cameron (Hon); 4. Bud Riddle (Hon).

VET B: 1. Dan Feldhaus (Hon); 2. Kevin Gonzales (Rtx); 3. John Gonzales (Rtx); 4. Jack Winnins (Rtx).

VET A: 1. Dave Bostrom (Rtx); 2. Gary Milewski (Tri); 3. Jeff Holgate (Yam).

OPEN C: 1. Bud Riddle (Hon); 2. Michael Knight (Yam); 3. Scott Thomas (Yam); 4. Gary Riddle (Hon); 5. Charles Fabiani (Kaw).

Lucero lights up Costa Mesa Spdwy

By M. Sober

COSTA MESA, CA, SEPT. 4

Steve Lucero won the fifth of six rounds in the National Speedway Qualifying Series that will decide which 14 domestic riders will advance to the United States Speedway Championships. The qualifying round was held at Costa Mesa Speedway on the Orange County Fairgrounds, before a healthy crowd of 5000.

Lucero opened up the heat races with a win, and never backed off as he amassed a near-maximum 20-points.

Joining Lucero with first-round heat wins was Louis Kossuth, Bobby Schwartz, National Champion Faria and Bart Bast.

The second round saw Lucero drop his only point of the meeting when Charlie Venegas beat him in event number seven. Gary Hicks won the second heat, in a controversial race that saw Brad Oxley and Hedden mixing it up.

Manchester came back to avenge an earlier loss with a win in the next heat. Long-shot Jason Chism won the next race, while Faria took another win one race later. Jesse Ochoa continued his fine riding, winning the last heat of round two.

The final six heat races started as the first had, with Lucero winning despite his third-straight outside-lane starting spot. Venegas, Hedden and Pfetzing also won. Pfetzing's win coming as he passed Gary Hicks with a classic outside move. Faria and Schwartz won the last two heats.

Manchester won the first semi over John Aden, while Lucero had a more difficult time holding off Louis Kossuth, Gary Hicks and Bart Bast. The third semi was topped by Pfetzing, who was followed by Oxley. Schwartz finished third and did not transfer to the consolation race or the main event for the first time in the 1992 qualifiers. Faria ran away from Northrup to secure the last position in the points-rich main event.

Northrup chose the pole in the consolation race and used his advantage to capture the win and earn four points. Oxley finished up his best night of the qualifiers in second place.

Despite being on the inside starting lane, Faria could not get enough going at the start to hold off Lucero, who gated first and was gone. Pfetzing chased after Lucero, while Faria attacked on the outside. Manchester stayed down low behind Pfetzing to finish in third place.

Results

MAIN: 1. Steve Lucero (Gdn); 2. Rob Pfetzing (Wes); 3. Chris Manchester (Jaw); 4. Mike Faria (Wes).

Holley hammers Silver State MX

By Joan Tiearney

CARSON CITY, NV, AUG. 28

Jim Holley won Silver State Raceway's 250cc Pro class over 10 of the top riders in Nevada and northern California.

In moto one, the first turn belonged to John Stark, who was followed by Ron Allen, Holley and Shane Esposito. The riders battled for position for several laps, and the crowd was on its feet. Stark held off Holley for three laps, while Esposito rode close behind, waiting for a mistake. Esposito made a great move and passed Stark in the air over a tough set of doubles.

Pat Gomm, who was squeezed out in the start, moved up to fourth place and began to pressure Esposito. Esposito pulled off the track with mechanical problems, moving Gomm into third. Gomm passed Stark to secure second place with three laps to go, and inched his way closer to Holley and in the last turn of the last lap, Gomm grabbed a handful of throttle in a desperate attempt at the moto win, but he landed short off the finish-line table jump and went down. Holley won, while Gomm was able to cross the finish line in second.

In moto two, Esposito got the holeshot, followed by Gomm, Stillmock, Holley and Stark. The first four riders held their positions with little change until lap eight, when Holley passed Gomm and set his sights on Esposito. Esposito held off Holley brilliantly, and took the checkered flag in first. Holley's second-place finish was good enough for the overall win, and Gomm finished third in the moto, for second overall.

Results

P/W 50: 1. Daniel DiLoreto (Hon); 2. Kevin Kirby (Suz).

60: 1. Josh Carter (Kaw); 2. Dustin Miller (Kaw); 3. Nathan Malo (Kaw); 4. Tony Evans (Kaw).

80 BEG: 1. Steve Marty (Hon); 2. James Strausser (Suz); 3. Dereck Biagini (Suz); 4. Dustin Miller (Kaw); 5. Cody Killan (Kaw).

80 JR: 1. Keith Merrill (Hon); 2. Michael DiLoreto (Hon).

125 BEG: 1. Tammi Williamson (KTM); 2. Joey Machado (Hon); 3. David Gipe (Hon); 4. Scott Lacombe (Hon); 5. Chris Bray (Hon).

125 JR: 1. Dan Cordle Jr. (Hon); 2. Shane Mumford (Hon); 3. Pat Foster (Suz); 4. Scott Davis (Kaw); 5. David Roberts (Kaw).

125 INT: 1. Jeff Ives (Suz); 2. Justin Tiearney (Hon); 3. Donny Roberts (Hon); 4. Derek Watkins (Hon).

125 PRO: 1. Shane Esposito (Kaw); 2. Scott McElroy (Suz); 3. Scott Stillmock (Hon); 4. Chris Barker (Hon).

250 BEG: 1. Jeromie Sorhovet (Suz); 2. Scott Runtel (Kaw); 3. Danny Leach (Yam); 4. Gary Murhs (Suz); 5. Hans Plumb (Hon).

250 JR: 1. Gary Patterson (Hon); 2. Jim Yates (Hon); 3. Pat Foster (Suz); 4. Matt Ingram (Hon); 5. Dave Westfall (Yam).

250 INT: 1. Eric Silbsy (Kaw); 2. Richy Thorwaldson (Hon); 3. Mike Riddle (Yam).

250 PRO: 1. Jim Holley (Yam); 2. Pat Gomm (Yam); 3. Sven Stillmock (Suz); 4. Brian Elder (Hon); 5. Shane Esposito (Kaw).

VET JR: 1. Stuart Vogel (Hon); 2. Scott Nyman (Hon); 3. Justin Mastalka (Hon); 4. Kurt Weil (Hon); 5. Michael Jacobs (Suz).

VET INT: 1. Randy Appleton (Suz); 2. Toby Young (ATK); 3. Jeff Bzoskie (Hon); 4. Steve Mason (Suz).

VET PRO: 1. Jim Holley (Yam); 2. Randy Chapman (Suz); 3. Marty Pisano (Yam).

WMN: 1. Crystal Ponsock (Kaw); 2. Shalie Stillmock (Hon); 3. Toni Givant (Hon).

Arnold tops LACR Motocross

By Greg Robertson

PALMDALE, CA, SEPT. 4

Richard Arnold won the Mini Novice class at California Racing Club's Friday night motocross, held at Los Angeles County Raceway.

Both motos were a show of how evenly matched Arnold and Michael Young are. From the first turn of the last lap of moto one, Young was making life miserable for Arnold as he tried to get around for the lead. Two turns from the finish, Young pulled alongside Arnold and out-jumped him into the next turn. Unfortunately for Young, the yellow flag was out for a fallen rider and he was penalized a lap for the pass. Arnold was given the win, with Billy Payne second.

Young and Arnold were head to head for the entire second moto, with Young barely pulling away to score the win. Arnold's runner-up finish gave him first overall. Young still managed to take home second overall over Payne's 2-3 score.

Consistency paid off for Randy Wysocki, as he topped the Vet Novice class without winning a moto.

Wysocki took an early lead in moto one, but Chris Perez pressured him and got by on the third lap. Wysocki didn't give up, and finished a close second place to Perez at the checkered flag.

Wysocki again had the quickest reaction time in moto two and led Perez and Bob Shimp. Perez tipped over in a turn and dropped to eighth, while Shimp pushed Wysocki back to second and went uncontested for the win. Wysocki cruised on to finish second and score the overall honors.

Results

P/W MOD: 1. Scott Howe; 2. Jerry Martinez (Yam); 3. James Thompson (Yam).

P/W B-1: 1. Blake Mitchell (Yam); 2. Eric Durrier (Yam); 3. Chris Nihan (Yam); 4. Caleb Gosselaar (Yam); 5. Tim Buntin (Yam).

P/W B-2: 1. Kyle Barden (Yam); 2. Blake Margheim (Yam); 3. Anthony Morris (Yam); 4. Anthony Barbacovi (Yam); 5. Carl Uhl (Yam).

60 0-8: 1. Daryl Ecklund (Kaw); 2. James Thompson (Kaw); 3. Scott Howe (Kaw); 4. Shane Mitchell (Kaw).

60 9-11: 1. Christopher Gosselaar (Kaw); 2. Todd Gosselaar (Kaw); 3. Donnie Durrier (Kaw); 4. Adam Herpy (Kaw); 5. Billy Payne (Kaw).

80 9-11: 1. Devin Seeger (Kaw); 2. Lars Lindstrom (Hon); 3. Cale Noble (Kaw); 4. Shawn Mitchell (Hon); 5. Michael Young (Suz).

MINI BEG: 1. Jason Snow (Kaw); 2. Matt McPherson (Kaw); 3. Thomas Coves (Suz); 4. Jonathan Lewis (Suz); 5. Joe Mendoza (Hon).

MINI NOV: 1. Richard Arnold (Suz); 2. Michael Young (Suz); 3. Billy Payne (Kaw); 4. Matt Tittlemeir (Kaw).

125 BEG: 1. Joey Kraft (Yam); 2. Josh Jenkins (Yam); 3. Jeremy Hackney (Hon); 4. Darris Garner (Suz); 5. Mark LeBardoni (Kaw).

125 NOV: 1. Bobby Hall (Suz).

125 INT: 1. Erik Lindstrom (Hon); 2. Chris Allen (Scr).

250 BEG: 1. Josh Bispo (Hon); 2. Mike Majesky (Yam); 3. Bob Leftwich (Yam); 4. Jason Richter (Yam); 5. Shane Metter (Kaw).

250 NOV: 1. Tom McLaughlin (Hon); 2. Ryan Pursley (Suz); 3. Jason Trubey (Kaw); 4. Daniel Cleveland (Suz); 5. John Valko (Hon).

250 INT: 1. Karl Lindstrom (Hon); 2. Jim Buntin (Hon).

250 PRO: 1. Steven Kotajarvi (Kaw); 2. Mike Dunlap (Yam); 3. Craig Hofmeister (Hon); 4. Damon Kemp (Suz).

500 NOV: 1. Marc Prince (KTM); 2. David Williams (Hon).

JR VET BEG: 1. Vance Kelley (Kaw); 2. Joe McDaniels (Suz); 3. Michael Cobb (Hon).

JR VET NOV: 1. Steve Corteville (Hon); 2. Steve Schrobsdorf (Yam).

JR VET INT: 1. Steve Fernandez (Hon).

VET BEG: 1. Sean Hudson (Kaw); 2. Randy McDowell (Hon); 3. Joseph Billings (Hon); 4. Dave Mullen (Hon); 5. Don Brower (Hon).

VET NOV: 1. Randy Wysocki (Kaw); 2. Steve Schrobsdorf (Yam); 3. Bob Shimp (Suz); 4. Lewis Wright (Yam); 5. Chris Pereez (KTM).

VET INT: 1. Marc Prince (KTM).

VET PRO: 1. Craig Hofmeister (Hon).

Reynaud rules Oak Hill MX

By Pam Lambert

DECATOUR, TX, AUG. 31

Robbie Reynard won both the 125 and 250cc Expert classes at Oak Hill MX Park, where 15 racers in each class vied for the $1400 purse offered by promoter/racer Dennis Hawthorne.

First-moto action in the 125cc Expert class saw Clint Latham jump into the lead right off the gate. As the riders made it through the first lap, Rudy Heathcott pushed his way into second, closely followed by Dennis Hawthorne. Reynard got off to a midpack start and worked his way through the crowd to find himself in fifth place behind fellow Kawasaki rider Roy Schellenberger.

Misfortune struck early as leader Latham took a hard fall and allowed Hawthorne to steal the lead, but by this time Reynard had moved past Schellenberger and Heathcott for second place. With only three laps left, Reynard began pressing Hawthorne for the lead position. Reynard tried several moves, but Hawthorne held on for the moto win.

Moto two began with a Hawthorne hole-shot, with Schellenberger, Heathcott, Reynard and Latham trailing. While Hawthorne held the lead, Reynard battled his way around Heathcott and Schellenberger, then quickly pulled up on Hawthorne's rear fender. Reynard made a clean pass in the whoop section, but Hawthorne took back the lead in the next turn. The conflict continued throughout the final lap, until Reynard pulled out all the stops and passed the veteran over the uphill just a few feet from the finish line. Reynard's 2-1 score earned him first overall.

Results

50: 1. Chase Reed (Yam); 2. Melissa Franks (Yam); 3. Logan Williams (Yam); 4. Andrea Franks (Yam); 5. Andrew Jansing (Yam).

60: 1. Johnny Marley (Kaw); 2. Josh Bridges (Kaw); 3. Chase Reed (Kaw); 4. Dusty Fountain (Kaw); 5. Justin Jones (Kaw).

80 BEG: 1. Jay Grimm (Suz); 2. Barry Otts (Yam); 3. Daniel Patton (Kaw); 4. Scott Spurlin (Kaw); 5. Colby Dodsen (Kaw).

80 JR 7-11: 1. Johnny Marley (Kaw); 2. Jake Jones (Kaw); 3. Dusty Fountain (Kaw); 4. Donald Carter (Suz); 5. Cody Brazier (Suz).

80 SR: 1. Charley Bogard (Suz); 2. Erick Vallejo (Kaw); 3. Jason Eckhoff (Kaw); 4. Carter Schneider (Suz); 5. Jason Cook (Kaw).

80 OPEN: 1. Charley Bogard (Suz); 2. Erick Vallejo (Kaw); 3. Carter Schneider (Suz); 4. Jason Eckhoff (Kaw); 5. Jay Grime (Suz).

125 BEG: 1. Tommy Dickey (Yam); 2. Justin Stewart (Kaw); 3. Goy Gorham (Kaw); 4. Matt Hornbuckle (Hon); 5. Matt Jordan (Hon).

125 NOV: 1. Donald Hardy (Kaw); 2. Chris Safrit (Suz); 3. Kris Neubauer (Suz); 4. Michael Bartlett (Hon); 5. Mike Battaile (Suz).

125 INT: 1. J.J. Slagel (Hon); 2. Joey Pratt (Suz); 3. Mike Boliver (Kaw); 4. Sprint Haynes (Hon).

500 OPEN: 1. Chris Pritchett (Kaw); 2. Shane Edwards (Kaw); 3. Darren Brawn (Kaw).

250 BEG: 1. Todd Kyser (Kaw); 2. William Albany (Hon); 3. Tommy Dickey (Yam); 4. Rick Hacic (Kaw); 5. Charles Willie (Hon).

250 NOV: 1. Chris Safrit (Suz); 2. Cary Watson (Yam); 3. Cody Wilks (Kaw); 4. Glen Walker (Yam); 5. Sean Knaack (Hon).

250 INT: 1. Jeremy Meulman (Kaw); 2. Mike Boliver (Kaw); 3. Chad Plumlee (Hon); 4. Sprint Haynes (Suz); 5. Jimmy Wilson (Hon).

+40: 1. Gary Beam (Hon); 2. Tony Moseley (Kaw); 3. John Talbot (ATK); 4. Alan Davis (Su); 5. Kathy Nielsen (Suz).

+25 NOV: 1. Jeff Case (Hon); 2. Steve Halpain (Yam); 3. Mike Hawthorne (Kaw); 4. Scott Lorenz (Yam); 5. Jeffy Stewart (Hon).

+25 INT: 1. Dan McKinley (Yam); 2. Russell Brown (Kaw); 3. Lee Upton (KTM); 4. Jerry Hill (Suz); 5. Sean Knaack (Hon).

+30 NOV: 1. Scott Lorenz (Yam); 2. William Kenas (Kaw);

3. Rick Spaulding (Kaw); 4. Scott Latta (KTM); 5. Dana Greenwalt (Yam).
+30 INT: 1. Cary Watson (Yam); 2. Tony Watkins (Hon); 3. Skipper Roberts (Suz); 4. Delbert McDonald (Hon); 5. Jerry Hill (Suz).
+25 EX: 1. Joey Hardin (Kaw); 2. Jerry Joiner (Hon).
+30 EX: 1. David Jones (Kaw); 2. Joey Hardin (Kaw); 3. Jerry Joiner (Hon); 4. Danny Burnap (Kaw).
125 EX: 1. Robbie Reynard (Kaw); 2. Dennis Hawthorne (Kaw); 3. Roy Schellenberger (Kaw); 4. Kaylom Young (Kaw); 5. Jason Krempin (Hon).
250 EX: 1. Robbie Reynard (Kaw); 2. Dennis Hawthorne (Kaw); 3. Terry Tinney (Hon); 4. Jason Krempin (Hon); 5. Carroll Richardson (Kaw).

Walton wails at Dade City MX

By Kyle Myers

DADE CITY, FL, AUG. 29
Ashley Walton won the 125cc Beginner class at round 13 of the Dade City Point Series, where the track was tacky from recent rains.

When the pack rounded the first turn, Sean Howard led the way with Walton, Tim Beacock, John Crews and Jeff Sickinger in pursuit. Walton quickly jumped by Howard over a tabletop, as Dale Pelletier motored into fifth. Pelletier then passed Crews, and Derrick Januszyk moved up after a midpack start. Januszyk blasted by Crews and Pelletier in the same turn for fourth place, but time ran out before he could advance any further. Walton earned the moto victory over Howard and Beasock.

Crews led the way to start moto two with Gary Chisholm, Pelletier, Joe Gras and Sickinger following. Sickinger shot by Gras in the whoops, as Walton worked his way up after getting caught in traffic. Walton zapped Gras and Sickinger over the tabletop for fourth, and Chisholm moved into the lead. Januszyk knocked Sickinger back one more place, moving his way up from a first-turn pile-up. Crews bobbled in the mud, letting Walton and Pelletier slip by. Walton then passed Pelletier, as Januszyk did the same on the last lap. Chisholm held on for the win over Walton and Januszyk.

Results

P/W: 1. James Stewart (Yam); 2. Chaz Northey (Yam); 3. Clayton Martin (Yam); 4. Kyle Williams (Yam); 5. Jason Bennett (Yam).
65: 1. J.B. Ballard (Kaw); 2. Aaron Perkins (Kaw); 3. Tyson Hadsell (Kaw); 4. Chaz Northey (Kaw); 5. Erica Blanyar (Kaw).
125 BEG: 1. Ashley Walton (Suz); 2. Gary Chisholm (Yam); 3. Derrick Januszyk (Yam); 4. Dale Pelletier (Suz); 5. Johnny Crews (Suz).
125 C: 1. Kyle Kopachik (Hon); 2. Dale Sowder (Hon); 3. Kevin Nance (Hon); 4. Simon Hallet (Hon); 5. Darrin Hostelo (Hon).
125 B: 1. James Scarborough (Hon); 2. Scott Lamb (Hon); 3. Shawn Willis (Suz); 4. Kyle Myers (Hon).
125 B+: 1. Kenny Yoho (Suz); 2. Ricky Hampshire (Suz).
250 BEG: 1. Shannon Collier (Kaw); 2. Joel Birkey (Hon); 3. Mike Sidwell (Hon); 4. Eddie Stimetz (Kaw); 5. Sean Sidwell (Hon).
250 B: 1. Ricky Hampshire (Suz); 2. Fred VanWagoner (Yam); 3. Johnny Hudson (Yam).
250 C: 1. Troy Assemany (Yam); 2. Jeff Rose (Suz); 3. Bucky Dennis (Hon); 4. Dale Sowder (Hon); 5. Bill Tribby (Suz).
+25: 1. Wes Shallow (Hon); 2. J.D. Stockton (Hon); 3. Fred VanWagoner (Yam); 4. Ron Hellman (Yam); 5. M. Kretschmer (on).
+30: 1. Russ Human (ATK); 2. Andrew Saulo; 3. Ron Hellmann (Yam); 4. West Shallow (Hon); 5. Randy McCann (Yam).
+40: 1. Rob Preston (Hon); 2. Ted Dorman (Kaw).
OPEN NOV: 1. Joe Germana (Hon); 2. Tim Brief (Hon).
SCHBY: 1. Kenny Yoho (Suz); 2. Scott Lamb (Hon); 3. Kyle Kopachik (Hon); 4. Billy Wood (Kaw).
MINI C: 1. Jeremy Doctor (Kaw); 2. Jason Freeman (Yam); 3. Dave Polege (Kaw); 4. Ray Hansen (Suz); 5. Aaron Perkins (Kaw).
MINI B: 1. Billy Wood (Kaw); 2. J.B. Ballard (Suz).
80 BEG: 1. Justin Bryant (Yam); 2. Peter Smith (Kaw); 3. John O'Neal (Yam); 4. David Doyle (Kaw); 5. Todd O'Neal (Yam).
OPEN $: 1. Vince DeVane (Suz); 2. Derek Youngblood (Hon); 3. Kenny Yoho (Suz); 4. Ricky Hampshire (Suz); 5. Fred VanWagoner (Yam).
OPEN AM: 1. Vince DeVane (Suz); 2. Derek Youngblood (Hon); 3. Kenny Yoho (Suz); 4. Ricky Hampshire (Suz); 5. Bill Tribby (Suz).

Coleman sails at Frozen Ocean MX

By T. Seller

AUBURN, NY, AUG. 23
Central New York motocross fans got a chance to watch Chris Coleman shoot down all comers in the 250cc and Open Expert classes at Frozen Ocean MX.

The focus at "The Ocean" is usually on the Doug Fleming/Mike Dougherty clashes, but today Coleman stole the show.

Fleming lost his brake fluid as well as his sight on Dougherty in moto one and in moto two.

Fleming waved an early goodbye to Coleman and Dougherty. Fleming, however, was unable to match Coleman's pace, as the pursuer passed Fleming to take the win.

The 250cc Expert class also had a look at Coleman, albeit a short one. When the gate dropped he was gone, leaving Eric Reily and Justin Berg battling for second. Berg came out on top of that battle while Shed Wilson and Dave Berger rounded out the top five.

Kevin Amo put in a hard ride on his vintage Kawasaki. Amo put himself out front in both motos and held off Gordy Roberts and Joe Brillo for the day's overall.

Plus 25 Experts saw Doug Fleming holeshot both motos and open up 15-20 second leads. Gene Nighman rode alone in second, as Paul Grimaldi mixed it up with Ken Titus and Todd Kishpaugh for third through fifth, respectively.

California Trail Rides Presents The 3rd Annual

CYCLE NEWS Dual Sport Jamboree

TREAD LIGHTLY! ON PUBLIC AND PRIVATE LAND

DISTRICT 37 DUAL SPORT AMA

AMA SANCTIONED

An AMA D-37 Dual Sport Adventure starting in the Barton Flats area of the San Bernardino National Forest.

Sunday, October 4, 1992

Open to Street Legal Dual Sport Bikes Only. Spark Arrestor Required.

COURSE DESCRIPTION:

A 100+ mile dual-sport loop in the beautiful San Bernardino mountains around the Big Bear, California area with optional sections for the more experienced riders.

A great ride for novice and experienced riders alike!

FREE BARBEQUE

FREE BBQ Saturday Night for All Entrants, courtesy of Cycle News. Entry also includes T-Shirt and automatic chance to win a new Suzuki DR350S in the California Trail Rides Series drawing at this event.

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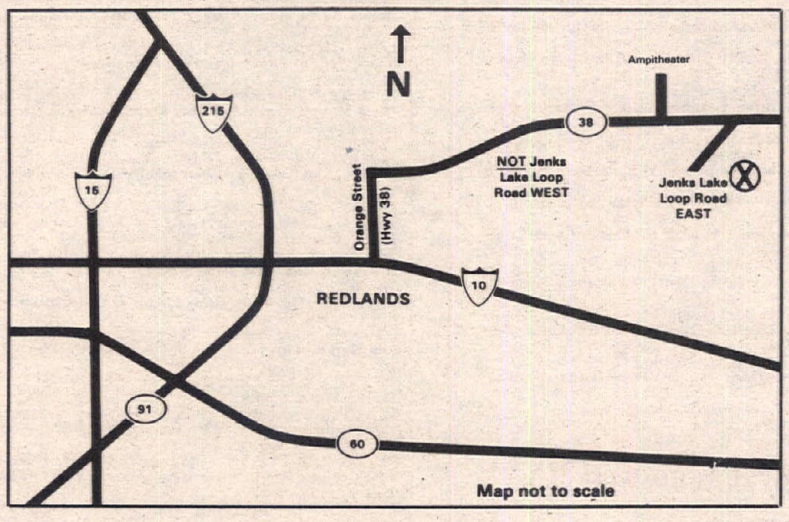

Come up and enjoy the entire weekend! We'll be gathering on Saturday in the group camping area (no water or hookups) off East Jenks Lake Loop Road in the Barton Flats area. Hiking, fishing and other outdoor activities are nearby. Porta-potties are in place.

The permitted area is located on the San Bernardino National Forest; event will be operated on a non-discriminatory basis.

No unlicensed, not-street legal riding allowed in campground.

Start time for the CYCLE NEWS Dual Sport Ride is 7:00 to 9:00 a.m., Sunday, October 4.

Roll Charts provided. Bring your roll chart holder. Navigation by mileage.

ENTRIES ARE LIMITED! Mail Entry Recommended

Entry Fees: **Mail: $30** **Post: $35** Passengers ride FREE! Bring a friend, kid, spouse or pet.
*Free passenger entry does not include T-Shirt, but can be purchased for just $5.00

Send Entry with Name, Address, AMA Number, D-37 Dual Sport number and ONE SELF-ADDRESSED, STAMPED ENVELOPE to:

CALIFORNIA TRAIL RIDES • 16458 Bolsa Chica #216 • Huntington Beach, CA 92649 • INFO: (714) 846-1241

Entry Form

CTR USE ONLY
Rider # _____ (Rider) (Pass)
T-Shirt _____ Amt. Paid $ _____

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
PHONE NUMBER ( ) _____ BIKE MAKE _____ CC _____
AMA NUMBER _____ T-SHIRT SIZE (circle) Sm Med Lg XL XXL

I understand that my street licensed motorcycle must comply with all California motor vehicle equipment laws. Motorcycles must have current registration, meet sound requirements, carry liability insurance and be equipped with SPARK ARRESTOR, turn signals, horn, mirror, etc.

SIGNATURE _____

In addition to entered riders, approximately how many extra members of your group will be attending the barbeque _____. IS THIS YOUR FIRST DUAL SPORT RIDE? ☐ YES ☐ NO

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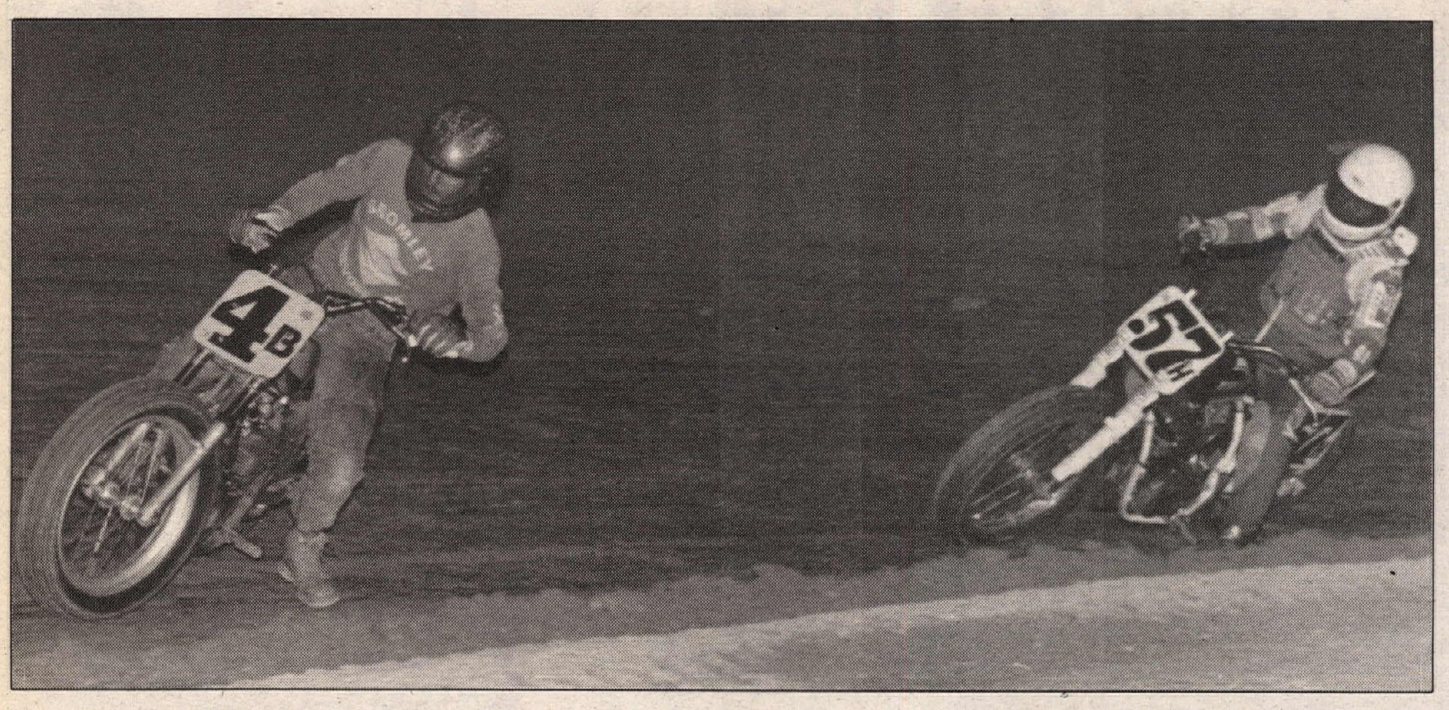
LOCAL EVENTS



John Winsett Sr. (4B) defeated Joe Heberling (57H) to score one of his family's three class wins at Trail-Way Short Track.

Results

OPEN EX: 1. Chris Coleman (Kaw); 2. Mike Doughtery (KTM); 3. Doug Fleming (Kaw); 4. John Young (Kaw); 5. Paul Grimaldi Hon).
S/SR: 1. Leon Whaley (KTM); 2. T. Seller (Kaw); 3. Dwayne Berg (Kaw); 4. Tom Christiano (Hon); 5. Gary Greves (Yam).
SR AM: 1. Dan Murphy (Kaw); 2. Andrew Ciaschi (Suz); 3. Mike Meleski (Hon); 4. Bill Addy (Suz); 5. Dave Kraeger (Kaw).
PLUS 25 EX: 1. Doug Fleming (Kaw); 2. Gene Nighman (Kaw); 3. Paul Grimaldi (Hon); 4. Ken Titus (Kaw); 5. Todd Kishpaugh (Kaw).
OPEN AM: 1. Jim Allen (Kaw); 2. Brian Ward (Hon); 3. Jeff Crozier (Hon).
WMN: 1. Tammy Huckabone (Suz); 2. Kellie McMahon (Kaw).
SR NOV: 1. Doug McKane (Suz); 2. Joe Napmuk (Hon); 3. Richard Watkins (Suz).
125 AM: 1. Mike Finnerth (Suz); 2. Anthony Pavia (Suz); 3. Nick Sirbu (Suz); 4. Jason Baron (Yam); 5. Brett Blewett (Kaw).
VINT: 1. Kevin Amo; 2. Gordy Roberts (Hon); 3. Joe Brillo (Yam); 4. Dave Howell (Yam).
50: 1. Bobby Butler (Hon); 2. Justin Murray (Hon); 3. B.J. Smith (Yam); 4. Mitch Doughtery (yam); 5. Dennis Gelatt.
+25 AM: 1. Joe Brillo (Yam); 2. Brent Corkins (Hon); 3. Scott Detrick (Suz); 4. Rob Lorini (Yam); 5. Hamk Farr (Kaw).
SCHBY: 1. Nick Sirbu (Suz); 2. Jeff Proper (Suz); 3. Jeff McMahan (Kaw); 4. Mike Frisch (Kaw); 5. Jeff Lanieu (Yam).
250 EX: 1. Chris Coleman (Suz); 2. Justin Berg (Kaw); 3. Eric Reilly (Suz); 4. S. Wilson (Hon); 5. Dave Berger (Kaw).

Woodring wild at Mountain View Motocross

By Dan Meeker

SANDY, OR, AUG. 30
Britt Woodring won both combined 250cc/Open Pro-class motos at Mountain View Raceway, where a new watering system made for perfect conditions on the natural-terrain course.

FMF/Fox/Arai/ATK-backed Woodring came through the first corner with the lead in the first moto, only to be be replaced up front by Kawasaki-mounted Mike Hamness. Not far behind was Mike's brother Terry Hamness. The battle among the front-runners pulled them away from the rest of the pack. Mike Hamness had just began to pull a slight lead over Woodring and Terry Hamness when he killed his motor in a tight right-hand corner. Both Woodring and Terry Hamness were able to pass before Mike Hamness was able to restart in third.

Mike Hamness appeared unable to regain the pace after the mishap, and Woodring and Terry Hamness were left alone to battle for the lead for the rest of the moto. On numerous occasions the riders were side by side as they cleared the doubles in front of the grandstands and disappeared down the steep downhill on the back side of the track. Hamness made two consecutive attempts at passing Woodring on the outside, only to come up just short. In the end, it was Woodring scoring a well-deserved victory, with Terry and Mike Hamness, finishing second and third, respectively.

Round two proved to be just as exciting, as Terry Hamness powered his 250cc Kawasaki into the lead ahead of Tim Meissner and Woodring. On the first downhill jump, Woodring passed Meissner and began his moto-long chase of the leader. Hamness maintained a reasonably comfortable lead until midway through the moto when Woodring began to press more intensely.

After a number of failed attempts, Woodring was finally able to take over the lead over the finish-line jump. Hamness wasn't ready to concede victory, however, and repassed for the lead in the very next corner. The two riders approached a difficult section of whoops, both intent on securing the lead. It was Woodring who emerged in front, though, and he maintained that position for the remainder of the moto for the overall win.

Results

60: 1. Michael Huebluer (Hon).
80 BEG: 1. Mike Porter (Yam); 2. Simon Hewitt (Kaw); 3. Donny Selby (Kaw).
80 JR: 1. Ryan Anderson (Kaw); 2. Dan Hewitt (Kaw).
80 INT: 1. Mike Storm (Hon).
WMN: 1. Janet Dean (Yam); 2. Jonita Ann Klein (Suz).
125 BEG: 1. Richard Steiner (Suz); 2. Randy Lee (Hon); 3. Dan Huet (Yam).
125 JR: 1. B.J. Hansen (Suz); 2. Chad English (Suz); 3. Jaime Webb (Kaw).
125 INT: 1. Bob Malloy (Suz); 2. Ernie Gendron (Suz).
250 BEG: 1. Rich Blanchette (Hon); 2. Ron Sargent (Yam); 3. Tim Siddall (Suz).
250 JR: 1. Rob Williams (Kaw); 2. Kevin Lavoie (Suz); 3. Matt Stotts (Kaw).
250 INT: 1. Tim Meissner (Hon); 2. Matt Stotts (Kaw); 3. David Morton (Hon).
250 PRO: 1. Terry Hamness (Kaw).
OPEN BEG: 1. Brian Granberg (Hon); 2. Dan Mecker (Hon).
OPEN JR; 1. Tom Ekerson (Hon).
OPEN INT: 1. Pat Dale (KTM).
OPEN PRO: 1. Britt Woodring (ATK); 2. Mike Hamness (Kaw).
SCHBY: 1. Jaime Webb (Kaw); 2. Mike Storm (Hon); 3. Dan Hewitt (Yam).
BTH: 1. Britt Woodring (ATK); 2. Josh True (Suz); 3. Kevin Lavoie (Suz).
UTH: 1. Keith Dibrino (Hon).
OTH C: 1. Chris Ogalvie (Kaw); 2. Thomas Eckerson (Hon); 3. Dennis Hucke (Kaw).
OTH B: 1. Michael Dean (Yam).
OTH A: 1. Pat Dale (Suz); 2. Donald Hucke (Kaw); 3. David Morton (Hon).
VET C: 1. Chris Green (Suz); 2. Jim English (Suz).
VET B: 1. Milt Harden (Suz); 2. Terry Hamness (Kaw); 3. John Foster (Suz).
VET A: 1. Mike Perry (Suz); 2. Dave Merklin (Suz).

Reeder rips at Moto West MX

By J.R. Canaguier

HOLLISTER, CA, AUG. 30
The 125cc Beginner class was as wild as could be expected at Moto West MX, as Tim Reeder of Salinas put his Suzuki into the lead in both motos and cruised to a well-earned victory.

Andy Battle spent most of moto one trying to get around Reeder but had to settle for second.

Moto two started out the same but a bad get-off put Battle way back in the pack. This left the door open for Steve Vittone who put in a good third-place ride in moto one. Consistency paid off and Vittone earned second overall.

The Old Timer Novice/Intermediate class displayed some of the closest racing of the day, as Ted Westover, returning from a multi-year lay-off, took the overall win. Holeshot artist J.R. Canaguier, was squeezed out in the first turn of moto one and found himself in fourth, but he soon worked his way up to second behind OT Intermediate Glenn Pruitt. After some bumping and grinding, Canaguier executed a picture-perfect block pass and moved into the lead. It took Westover about two laps to get around Pruitt and then he turned up the wick to pass Canaguier for the win.

Moto two was a gate-to-gate runaway for Westover, who left Canaguier, Pruitt and Ron Harkov to duke it out for second. After out-jumping Pruitt for second, Canaguier started to gain on Westover. By the midway point, the gap was less than 10 seconds. Then out of nowhere Harkov surprised Canaguier with a pass that would stick for the last lap. Westover took the overall, but a strong first-moto finish gave Canaguier second place overall.

Tyler Evans advanced from the 80cc Beginner class to the Novice class and marked his debut with a first-place trophy. Jess Medley was his closest competition, as they traded moto wins. Dennis Stapleton and Ulysses Pollard battled for third with Stapleton getting the nod.

Results

VET PRO: 1. Gary Rabe (Kaw).
VET INT: 1. David Dyl (Hon); 2. Steve Matlock (Yam); 3. William Artau (Hon); 4. Tim Alvarado (Yam); 5. Jeff Johnson (Hon).
VET NOV: 1. Don Mendenhall (Suz); 2. Jim DiYorio (Yam); 3. Tom Conklin (Kaw); 4. Steve Blake (Yam); 5. Tim McMurtree (Kaw).
250 PRO: 1. Todd Nelson (Suz); 2. Jon Nelson (Yam); 3. Tyler Hummel (Suz); 4. Glenn Harrison (Hon).
250 INT: 1. Don Knapp (Suz).
250 NOV: 1. Dennis Springs (Kaw); 2. Anthony Alves (Yam); 3. Kevin Hunt (Kaw); 4. Don Mendenhall (Suz); 5. Casey Musick (Kaw).
250 BEG: 1. Mark Stepovich (Kaw); 2. Shane Barrious (Suz); 3. Shane Verdin (Hon); 4. Chris Tripp (Hon); 5. Jeff Scott (Kaw).
125 BEG: 1. Tim Reeder (Suz); 2. Steve Vittone (Kaw); 3. Doug Rose II (Kaw); 4. Duane Bonini (Kaw); 5. Richard Fajardo (Suz).
25-29 NOV: 1. Anthony Alves (Yam).
25-29 BEG: 1. Jeff Molina (Kaw); 2. Todd Townsend (Yam); 3. Shane Verdin (Hon); 4. Robert Azbell (Kaw); 5. Jim Frazier (Hus).
25-29 INT: 1. Geoffery Woods (Kaw); 2. Todd Luksa (Hon).
500 INT: 1. Randy Gavron (Hon); 2. William Aartan (Hon); 3. Jeff Johnson (Hon).
500 NOV: 1. John Lea (Hon); 2. Brad Smith (Hon); 3. Ted Westover (Mai); 4. Gilbert Serrano (ATK).
500 BEG: 1. Brian Canright (Kaw); 2. Eric Murdaugh (Hon); 3. Robert Isaacson (Hon); 4. Ryan O'Callaghan (Kaw); 5. Ray Gammill (Hon).
OT NOV: 1. Ted Westover (Mai); 2. J.R. Canaguier (Suz); 3. Ron Harkov (Hus); 4. Danny Bowden (Hon); 5. Dan Baker (Suz).
OT INT: 1. Glenn Pruitt (Hon).
80 INT: Justin Quinn (Suz).
80 NOV: 1. Tyler Evans (Hon); 2. Jess Medley (Hon); 3. Dennis Stapleton (Kaw); 4. Ulysses Pollard (Suz); 5. Justin Scullen (Kaw).
80 BEG: 1. Robbie Elliott (Yam); 2. Zach Buob (Hon); 3. Derek Brush (Hon); 4. Aaron Baker (Suz); 5. Bryan Lard (Suz).
125 INT: 1. Mark Klauser (Kaw); 2. Geoffery Woods (Suz).
P/W: 1. Wesley Patterson (Hon); 2. Cody Norman (Suz); 3. Jimmy Dedin (Yam).
60 BEG: 1. Megan Elliott (Kaw).
125 NOV: 1. Jason Garcia (Hon); 2. Craig Hoyt (Kaw); 3. Ben Vitale (Yam); 4. Marc Henderson (Suz); 5. Jeff Wenger (Suz).

Morgan mobs Paducah ST

By Brent Menser

PUDACAH, KY, AUG. 29
Hard-charging Paul Morgan continued his dominance of the Western Kentucky Competition Riders Association with wins in the Open and Sportsman classes at the Paducah Short Track.

Morgan passed veteran Jon Faulkner on the first lap of the Open heat and never looked back. Faulkner was seen making several changes to his Rotax before the main, hoping to have a better shot at Morgan's Yamaha.

The main finally got under way after several false starts, the third of which prompted race steward Jimmy Grief to have a face-to-face talk with one of the offending riders. On a 250cc Honda, David Menser holeshot the field, but his lead was short-lived, as Jon Faulkner zapped him going down the back stretch. Morgan used a super drive off of turn two and passed the two leaders going into turn three.

All three riders ran close until the halfway point, when Faulkner slowly began to fall back from the leading Morgan. Menser also slowed and got into a tussle with Dean Faulkner. Morgan continued on cruise control and garnered his fourth Paducah win of the year.

"I wanted to get up front right away," said Morgan. "Those guys have a lot of experience at making their bikes really wide. There was an opening, so I took it."

Another notable performance was turned in by Bobby Lewis in the Senior class. Lewis is slowly but surely regaining his form of a decade ago, and his lap times would have put him near the front of the Open class. He topped the Senior class over Mike Collier.

Results

50: 1. Shaun Walker (Yam); 2. Zach Willard (Yam); 3. Chris Smith (Yam); 4. Steve Kissiar (Yam).
OPEN AM: 1. Mike Collier (Hon); 2. John Mariner (Yam).
SR: 1. Bobby Lewis (Suz); 2. Mike Collier (Hon); 3. Jim Kidman (Hon).
OPEN: 1. Paul Morgan (Yam); 2. Jon Faulkner (Rtx); 3. David Menser (Hon); 4. Dean Faulkner (Rtx); 5. Steve Hall (Rtx).

Winsetts wallop Trail-Way ST

By Len Breech

HANOVER, PA, AUG. 29
Led by the oldest member of the Winsett family racing clan, John Winsett Sr.'s win in, appropriately the Senior class, three Winsetts won at least one class, as Trail-Way Speedway began winding down its '92 short track season.

Todd Winsett scored a closely contested 250cc A class win over Paul Lynch, while John Winsett Jr. returned from an injury to take the 85cc class. The oldest of the second generation riders, Jeff Winsett, made a rare appearance and battled Shane Merryman in the opening laps of the 250cc B final before finishing second. Merryman also won the 250 and 600cc B classes.

Mike Varnes beat Chuck Buchanan for the 600cc Pro win, while Buchanan came back later and scored the 600cc A win, and Clarence Bull stopped Mike Klopp's almost season-long win streak in the 750cc A class.

Paul Lynch grabbed the lead on the third and official start of the 250cc A final and was closely followed by Todd Winsett, Bill Bromley, Lew Woods and Kevin Miller. While the front two pulled away, Woods took over third on the third lap. After staying close most of the race, Winsett put his Wenger Feeds/Greiner Industries/Egore & Sons/Punk & Mom-sponsored Honda into the lead, as they took the two-lap flag. Winsett held on to take the win ahead of Lynch.

Joe Heberling was quickest of the Senior class starters, with John Winsett, National DTX champ Mark Burkholder, and Jim Chapman following. After battling for a few laps, Winsett put the McGraine Racing/Diems Cycle Honda into the lead as they came off the fourth turn on the second lap. Winsett never looked back and eventually took the checkered flag going away.

John Winsett Jr.'s win in the 85cc class was easier, as he took the lead from Jake Johnson, Mike McKee and Tom Skethway. Skethway moved into third after two laps, as Johnson, Skethway and McKee stayed close for the remainder of the race, with the order staying the same.

While Ben Miller ran away and hid from the 65cc class competitors, a battle for second among Bill Stillwell, Will Russell and Billy Sody, went the entire distance. Stillwell took second on the third lap, with Russell retaking it with two laps left. As Miller took the checkered out in front, the trio crossed the line together, with Russell getting the nod for runner-up honors.

Jeff Winsett used the same Honda that carried his cousin Todd to the 250cc A win to take the lead in the 250cc B final over Shane Merryman, Roy Miller and Bobby Bills. The red flag came out after two laps because of a three-rider crash, which occurred just after Merryman took the lead. Past the halfway point, Miller's Cagiva started to slow, with Bills then Eddie Wharton getting by him, making the final order Jeff Winsett, Bills and Wharton.

Right after taking the checkered flag Merryman stopped in the second turn to change machines, as the 600cc class was up next. He quickly jumped in front of Jeff Sassaman, Todd Temple and Tom Hannum. Hannum got by Temple and started battling Sassaman for second in the middle laps, taking it with two laps left. Merryman scored the win over Temple and Sassaman.

Results

65: 1. Ben Miller (Yam); 2. Will Russell (Hon); 3. Bill Stillwell (Kaw); 4. Billy Sody (Kaw); 5. Scott Morrison (Kaw).
250 A: 1. Todd Winsett (Hon); 2. Paul Lynch (Hon); 3. Lew Woods (Mai); 4. Bill Bromely (Suz); 5. Kevin Miller (Suz).
750 A: 1. Clarence Bull (Yam); 2. Paul Crumling (Hon); 3. John Winsett Sr. (H-D); 4. Mike Klopp (Tri).
55: 1. Adam Gamble (M-M); 2. Scott Morrison (Yam); 3. Corey Hormes (Yam); 4. Josh Zechman (Yam); 5. Cody Wenger (Itj).
600 PRO: 1. Mike Varnes (Rtx); 2. Chuck Buchanan (Rtx); 3. Dallas Baer (Rtx); 4. Robert Miller (Rtx); 5. Jim Haas (Hon).
85: 1. John Winsett Jr. (Suz); 2. Jake Johnson (Hon); 3. Tom Skethway (Hon); 4. Mike McKee (Kaw); 5. Paul Allison (Hon).
250 B: 1. Shane Merryman (Yam); 2. Jeff Winsett (Hon); 3. Eddie Wharton (Yam); 4. Bobby Bills (Suz); 5. Roy Miller (Cag).
600 B: 1. Shane Merryman (Yam); 2. Tom Hannum (H-D); 3. Jeff Sassaman (Hon); 4. Todd Temple (Hon); 5. Ted Trey (Yam).
SR: 1. John Winsett Sr. (Hon); 2. Joe Heberling (Yam); 3. Mark Burkholder (Kaw); 4. Richard Washak (Rtx); 5. Jim Chapman (Rtx).
200: 1. Paul Lynch (Hon); 2. Mike McKee (Kaw); 3. Mark Keslick (Hon); 4. Tim Russell (Suz); 5. Tom Sewell (Yam).
600 A: 1. Chuck Buchanan (Rtx); 2. Gary Clark (Rtx); 3. Jim Haas (Hon); 4. Warren Diem (Hon); 5. Phil Libhart (Yam).

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- ★ '92 British RR Grand Prix

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(#65A) 1991 Motocross des Nations
Americans Stanton, Bradshaw, and Kiedrowski bring home the 11th straight gold medal for the USA in the deep sand of the Valkenswaard, Holland circuit. 60 minutes from Motovideo.

(#148) '91 USGP of MX 500cc/Glen Helen
Complete coverage of the '91 Glen Helen USGP as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

(#150B) '92 Gainesville MX Nationals
50 minutes from Powersports Video.

(#162) 1990 AMA Nat'l MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l. MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#12A) The World's Greatest SX Races
Highlights of the most exciting supercross duels ever. Includes 1986 Anaheim Supercross (RJ vs David Bailey), 1987 LA Coliseum (RJ passes entire field to beat Guy Cooper), and 1988 Pontiac Supercross (RJ vs Jeff Ward, as Ward gets stuffed into the Motovideo cameraman). 60 minutes from Motovideo.

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo

(#78C)'91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#80C)'92 Japanese RR Grand Prix
52 minutes from GP Video.

(#81A)'90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action featuring Kocinski and sidecars also included. 52 minutes from GP Video.

(#81B) '91 Laguna Seca Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#82C)'92 Spanish RR Grand Prix
52 minutes from GP Video.

(#83C)'92 Italian RR Grand Prix
52 minutes from GP Video.

(#84C)'92 German RR Grand Prix
52 minutes from GP Video.

(#86C)'92 European(Spain) RR Grand Prix
52 minutes from GP Video.

(#87C)'92 Dutch RR Grand Prix
52 minutes from GP Video.

(#89C)'92 French RR Grand Prix
52 minutes from GP Video

(#90C)'92 British RR Grand Prix
52 minutes from GP Video

(#93C)'92 Hungarian RR Grand Prix
52 minutes from GP Video

(#96C)'92 Australian RR Grand Prix
52 minutes from GP Video.

(#98C)'92 Malaysian RR Grand Prix
52 minutes from GP Video.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

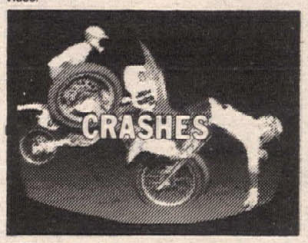
(#94B) 1991 Isle of Man
For over 80 years the IOM TT has been the ultimate challenge in motorcycle racing. TT '91-Seven Days in June brings the fastest race ever, a history-making triple win and a stunning new outright lap record. 52 minutes from Powersports Video.

(#103) Bike Hero - Kevin Schwantz
Captures Schwantz's true brilliance leading to his arrival on the GP circuit in '88 thru the 1989 season. His legendary wins at Donington Park are also featured in addition to an exclusive interview on this tape. 60 minutes from Halmar.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#410) 1990 World Superbike Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McElnea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.



(#55) MX Crash & Burn Spectacular
The original by Motovideo. 30 minutes.

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to the music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#105) SX Thrills, Spills and [illegible]
You've seen the [illegible] N/A [illegible] now buy the video [illegible] entertainment at parties. 30 minutes from Mot[illegible].

(#136) Over the Edge
Highlights of crashes, slides, bumps, wobbles and close calls during the 1990 and 1991 WERA Pro Series. 52 minutes from Street Smarts Video.

(#146) Speedway Wipeouts, Bikes & Babes
Lots of highlights from Ascot Speedway's Thursday night classics; spectacular speedway motorcycle & quad crashes, and the famous ascot bikini contestants. 60 minutes from Motovideo.

(#147) Mud Wars
One big video with highlights of the Blackwater 100 Classic featuring endless crashes, mud baths, drown-outs, loop-outs, endos, and a cast of thousands - the Mud Fleas! 60 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, Indycars, and power boats. 60 minutes from Powersports Video.

(179) Crash Encounters
60 minutes from Powersports Video

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991/50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Pancom from Progressive Design.

(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. this is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media group, from Progressive Design.

(#118A) Sturgis 1991: Dances with Motorcycles
With the '91 Sturgis Bike Rally as backdrop, "Dances with Motorcycles" explores the fascinating world of biking enthusiasts. Wayne Crane provides commentary, music by Creedence Clearwater Revival. 75 minutes, produced by Panacom, from Progressive Design.

(#117A) Sturgis 1991: The Official Video
This video captures all the Main Street mania, race track action, hill climb thrills and the great American road to Sturgis, including scenes filmed in Grand Teton and Yellowstone national parks. 77 minutes by Pocatello Media Group, from Progressive Design.

(#148) 1991 N. American Speedway Final
The last race held at Long Veterans Stadium on 3/2/91, turned out to be the most important speedway event of the 1991 season, determining which four N. American riders will go on to compete in the World Finals. 60 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships 1991
The best riders on ice from the USA and the world meet in Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

(#123A) 1991 Calif. State Speedway C'ship
Sixteen of the best riders in the United States race on California's longest speedway track in the 24th running of this prestigious event. 70 minutes from RAZ Video.

(#134A) '91 CA State Sidecar Speedway C'ship
See the crazy 1000+cc New Zealand sidecars race on the long Glen Helen track. Watch as Kawasaki, Yamaha, Suzuki, Ducati, MotoGuzzi and Harley powered sidecars race to decide the CA State Speedway Sidecar Championship. 60 minutes from RAZ Video.

(#23A) 1991 Junior Speedway Nationals
First and second division junior riders vie for Jr. National Championship honors at the new Lake Perris, CA track. 70 minutes from RAZ Video.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes by Halmar.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT — Classic racing at its best. 69 minutes from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and more! 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scences of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller, also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing into History
Four famous British circuits & legendary heroes;John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Hallman, Dave Bickers, Joel Robert, and Roger DeCoster, also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Featuring Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, Dallas Baker. 30 minutes from KWB Marketing Group.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

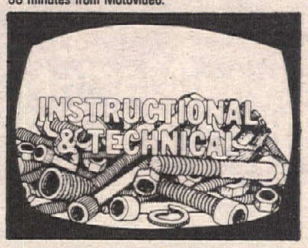
(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walldurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days and 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110)1990 Blackwater 100
The original "Blackwater-The Video", 60 minutes of the 1990 World's Toughest Race; from Motovideo

(#110A) 1991 Blackwater 100
From Davis, WV, it's America's Toughest Race, the Blackwater 100 Revisited. For the second year in a row Motovideo takes you to witness this amazing motorcycle & ATV spectacle. 60 minutes from Motovideo

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.



(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#54) V-Twin Maintenance
How to keep your Evolution Harley humming and looking new and save hundreds of dollars. Joe Minton hosts. By Tech Tapes.

(#100) Rick Johnson's "Motovation"
From Motovideo. Rick's 70 minute instructional tape comes complete with a pocket-sized handbook that the motocrosser can carry along and refer to in the field. RJ shows you how to ride better than you think you can.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn". 23 minutes from Motovideo.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Street Smarts Video.

(#111) "The Matazattack Video"
Follow "The Chicken" Jeff Matiasevich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. 60 minutes of entertainment from Motovideo.

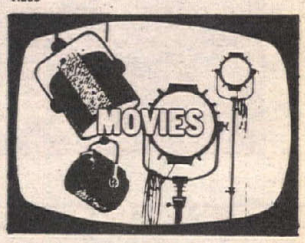
(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers sho show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#177) The Ride!
The streets are dangerous! If you don't know what you're up against, you're in trouble. "The Ride!" shows you how to be safer on the street. 40 minutes from JR Productions.

(#178) Wanna Race?
Doug Polen, Jamie James, Scott Russell, Donald Jacks and other top racers show you how to get off the street and into club roadracing; what you need, what to expect, how to get started at the amateur level. 60 minutes from JR Productions.

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports' Video



(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix. 90 minutes from KWB Marketing Group.

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____	#110B '92 Blackwater 100 @ 38.95	_____
____	#111 Matazattack/I'm No Chicken @ 34.95	_____
____	#114 Superstar Showdown @ 44.95	_____
____	#115 Rendezvous at the Ring @ 44.95	_____
____	#116 Racing Into History @ 44.95	_____
____	#117 "Sturgis 1990" 50th Ann. @ 44.95	_____
____	#117A Sturgis '91: Official Video @ 39.95	_____
____	#118A Sturgis '91: Dances w/MC @ 39.95	_____
____	#123A '91 CA St. Speedway C'ships @ 29.95	_____
____	#124 The Awesome Factor @ 22.95	_____
____	#126 Drag Bike Extravaganza @ 34.95	_____
____	#130 It's a Triumph @ 49.95	_____
____	#134A '91 CA Speedway Sidecars @ 29.95	_____
____	#135 Street Smarts @ 34.95	_____
____	#136 Over the Edge @ 33.95	_____
____	#137 '91 Daytona 200 @ 39.95	_____
____	#137A '92 Daytona 200 @ 39.95	_____
____	#138 Easy Rider @ 37.95	_____
____	#139 The Wild One @ 37.95	_____
____	#140 On Any Sunday @ 44.95	_____
____	#141 '67 Hare & Hound C'Ship @ 34.95	_____
____	#142 '67 Hopetown 500 MX @ 34.95	_____
____	#143 '67 Hopetown 250 MX @ 34.95	_____
____	#144 '68 Baja 1000 @ 34.95	_____
____	#145 '70 Ascot 100-Lap T.T. @ 34.95	_____
____	#146 Speedway Wipeouts B & B @ 29.95	_____
____	#147 Mud Wars @ 29.95	_____
____	#148 '91 500 USGP MX @ 29.95	_____
____	#150B '92 Gainesville MX Nat'ls @ 33.95	_____
____	#162 '90 AMA Nat'l MX Season Rev. @ 34.95	_____
____	#162B '91 AMA Nat'l MX Review @ 42.95	_____
____	#176 Crash Impact @ 33.95	_____
____	#177 The Ride! @ 24.95	_____
____	#178 Wanna Race? @ 29.95	_____
____	#179 Crash Encounters @ 33.95	_____
____	#180 #1 and Proud of It!@ 39.95	_____
____	#410 '90 World S/B Season Review @ 34.95	_____

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125 & 250 Pro's Only

Kings Fairground - Hanford, CA - OCTOBER 17, 1992

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Opening Ceremonies: 7 P.M.
Racing Starts: 7:30 P.M.

Overnight Camping Available

King's Fairground is located on 10th Avenue off Hwy. 198 Follow signs to Fairgrounds.

Pre Entry - $50.00 • Post Entry - $60.00 (Per Class)

Entry Includes Rider Pit Pass Only • Entry Deadline - October 10, 1992

Name: _____ Race#: _____

Address: _____ City: _____ State: ____

Make: _____ Class 125 _____ 250 _____ Age _____

Sponsors _____

Mail Entry To: HSY 101 S. 11th Avenue, Hanford, CA 93230

Race Info: (209) 582-6716 • Hotel Info: (209) 651-5000

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Oct. 4
L.A. County Raceway
★ Desert Storm Series

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Superbike Road Race Series

10/4 Monza, Italy
10/18 Phillip Island, Australia
10/25 Manfield, New Zealand

World C'ship Endurance Road Race Series

9/20 Paul Ricard, France
10/25 Phillip Island, Australia

World C'ship Supercross Series

10/10 Paris, France
10/24 Toronto, Canada
11/1 Netherlands
11/7-8 Barcelona, Spain
11/28-29 Tokyo, Japan
12/4 Geneva, Switzerland
12/5-6 Genoa, Italy

CMA Canadian Supercross Series

9/18 Montreal, Quebec, CAN
Info 416/363-9035

RACE Castrol Eastern Canada Challenge Series

9/27 Shannonville, Ont., CAN
10/3 Shannonville, Ont., CAN
Info 613/966-4882

AMA Grand Nat'l C'ship Camel Pro Series

10/3 Sacramento, CA M
10/10 Pomona, CA HM
Info 614/891-2425

AMA Nat'l C'ship 600 Dirt Track Series

9/19 Castle Rock, WA TT
10/25 Fresno, CA TT
Info 614/891-2425

AMA Nat'l C'ship Road Race Series

10/10-11 College Station, TX
Info 614/891-2425

AMA Nat'l C'ship 125/500 MX Series

9/27 Delmont, PA
10/4 Budds Creek, MD
Info 614/891-2425

AMA Nat'l C'ship Enduro Series *

10/11 Redding, CA
10/25 Bear, DE
11/1 New Paris, IN
11/8 Greenville, OH
* Tentative
Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series *

9/27 Wendover, UT
10/25 Lucerne Valley, CA
* Tentative
Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series *

9/27 Lynnville, IN
10/11 Kahoka, MO
11/1 Phoenix, AZ
* Tentative
Info 614/891-2425

AMA Nat'l C'ship Reliability Enduro Series *

10/3 Minden, NV
* Tentative
Info 614/891-2425

AMA Nat'l C'ship Hillclimb Series

9/20 Middlebury, IN
9/27 Jefferson, PA
10/11 Oregonia, OH
Info 614/891-2425

AMA/Suzuki Dual Sport Trail Ride Series

9/19-20 Columbus, IN
10/3-4 McArthur, OH
10/10-11 Angels Camp, CA
Info 614/891-2425

AMA Wiseco/Yamaha Yokohama Grand Nat'l C'ship Cross Country Series

9/20 Bunner Ridge, WV
10/4 Elizabeth, WV
10/18 Elkins, WV
Info 304/594-1157

AMA Jr. Nat'l Dirt Track Series

9/19 Castle Rock, WA TT
9/26 Sacramento, CA M
Info 614/891-2425

AMA/CCS Pro/Am Road Race Series

Florida Region

9/19-20 W. Palm Beach, FL
9/26-27 Braselton, GA
10/17-18 Daytona Beach, FL
10/25 W. Palm Beach, FL
12/13 W. Palm Beach, FL

Southeast Region

9/26-27 Braselton, GA
10/17-18 Daytona Beach, FL

Mid Atlantic Region

9/26-27 Braselton, GA
10/17-18 Daytona Beach, FL

Great Lakes Region

9/19-20 Grattan, MI
10/17-18 Daytona Beach, FL

Midwest Region

9/19-20 Grattan, MI
10/17-18 Daytona Beach, FL

Northeast Region

9/19-20 Loudon, NH
10/10-11 Loudon, NH
10/17-18 Daytona Beach, FL

Southwest Region

9/19-20 Phoenix, AZ
10/17-18 Daytona Beach, FL

South Central Region

9/19-20 College Station, TX

AMA/CCS Race of Champions

10/17-18 Daytona Beach, FL

WERA F-USA Pro Road Race Series

9/18-20 West Palm Beach, FL
10/28-11/1 Braselton, GA
Info 916/582-0451

Vanson/PM WERA Nat'l Endurance Series

9/19 W. Palm Beach, FL
10/30 Braselton, GA
Info 916/582-0451

WERA Nat'l C'ship Road Race Series

Mid-Atlantic Region

10/3-4 Garrettsville, OH
10/10-11 Summit Point, WV

Southeast Region

9/19-20 Faulkville, GA
10/10-11 Talladega, AL

North Central Region

9/26-27 S. Beloit, IL

Mid-Central Region

9/20 E. St. Louis, IL
10/10-11 Talladega, AL

South Central Region

10/17-18 College Station, TX
Info 803/681-9372

WERA Vintage Road Race Series

9/19 Faulkville, GA
9/26 S. Beloit, IL
10/3 Garrettsville, OH
Info 803/681-9372

Metzler/WERA Grand National Final

10/28-11/1 Braselton, GA

IDBA Nat'l C'ship Drag Race Series

10/23-25 World Finals Memphis, TN
Info 205/849-7886

AMRA All Harley Drag Race Series

9/19-20 Kokomo, IN
10/3-4 Beechmont, KY
Info 708/250-0838

NESC C'ship MX Series

9/20 Middleboro, MA
9/27 Central Village, CT
10/4 Southwick, MA
10/11 Middleboro, MA
10/18 Southwick, MA
10/25 Middleboro, MA
11/1 Middleboro, MA
11/8 Middleboro, MA
Info 413/772-0685

NETRA C'ship Enduro Series

9/20 Adams, MA
9/27 W. Greenwich, RI
10/4 Wrentham, MA
11/8 Stafford, CT
Info 203/875-5757

NETRA C'ship Hare Scrambles Series

10/11 Fishouse, NY
10/18 Bourne, MA
Info 203/875-5757

NETRA Turkey Run Series

9/20 Weare, NH
9/27 Otis, MA
10/11 Winchendon, MA
10/18 Berlin, MA
11/1 Central Village, CT
11/22 Plympton, MA
Info 203/875-5757

ECEA C'ship Enduro Series

9/20 Brandonville, PA
9/27 West Greenwich, RI
10/4 Greenbank, NJ
10/25 Bear, DE
11/8 Warren Grove, NJ
11/22 New Lisbon, NJ
Info 609/893-7294

New York State C'ship Hare Scrambles Series

9/20 Sauquoit, NY
10/11 Mapledale, NY
10/25 S. Edmeston, NY
Info 315/839-5637

AMA Southeastern Regional MX C'ship Mega Series

9/27 Kingsport, TN
10/25-26 Blountville, TN
Info 615/323-5497

CRA Road Race C'ship Series

9/19-20 Brainerd, MN
Info 612/332-4070

Virginia C'ship Hare Scramble Series

9/20 Middlebrook, VA
10/4 Martinsville, VA
10/18 Newport News, VA
11/1 Surry, VA
Info 804/255-4620

AMA Florida State MX C'ship Gold Cup Series

9/20 Gainesville, FL
9/27 Dade City, FL
10/4 Orlando, FL
10/11 Reddick, FL
10/18 Ocala, FL
10/25 Gainesville, FL
11/1 DeLeon Springs, FL
Info 813/894-0439

AMA Winter National Olympics
11/23-28 Gainesville, FL
Info 813/894-0439

AMA Mid-South C'ship Winter Hare Scrambles Series
10/4 Hohenwald, TN
10/25 Fordsville, KY
11/1 Cadiz, KY
11/15 Eagle Creek, KY
11/22 Greenville, KY
12/6 Apex Valley, KY
12/13 Tupelo, MS
1/10/93 Tennyson, IN
1/24 Battleground, AL
2/14 Hurricane Mills, TN
2/28 Bremen, GA
4/4 Centerrville, TN
4/25 Greeneville, TN
Info 615/3331-1475

Grans Prix de Baja Series
10/17 Ensenada Gran Prix, Ensenada, B.C., MEX
11/21 San Felipe Gran Prix, San Felipe, B.C., MEX
Info 818/340-5750

Golden Crown of Baja Series
9/25-27 Gran Carrera de Campeones, San Felipe, B.C., MEX
Info 818/340-5750

International Oldtimers Motocross Series
9/19-20 Huron, CA
Info 208/327-0693

AHRMA/BMW Classic Cup Series
9/19 Steamboat Springs, CO
Info 715/842-9699

AHRMA Historic Cup Series
9/19 Steamboat Springs, CO
Info 715/842-9699

AHRMA Pacific Coast Road Race Series
9/26-27 Portland, OR
11/28-29 Sears Point, CA
Info 715/842-9699

AHRMA Vintage Trials Series
9/17 Steamboat Springs, CO
9/27 Millville, MN
10/4 Flat River, MO
Info 715/842-9699

AHRMA Vintage Iron Nat'l MX Series
9/18 Steamboat Springs, CO
9/26 Millville, MN
10/25 Hollister Hills, CA
Info 715/842-9699

AHRMA Northeastern Vintage MX Series
9/27 Southwick, MA
10/11 Englishtown, NJ
Info 201/784-9854

AHRMA Southeastern MX Series
10/11 Breman, GA
Info 715/842-9699

AHRMA Midwest MX Series
9/26 Millville, MN
Info 414/732-3553

AHRMA West MX Series
9/27 Fernley, NV
10/18 Palmdale, CA
10/25 Hollister, CA
11/8 Tulare, CA
Info 715/842-9699

AHRMA NorCal MX Series
9/27 Fernley, NV
10/25 Hollister, CA
Info 715/842-9699

AHRMA Vintage Dirt Track Series
9/16 Steamboat Springs, CO
9/26 Weedsport, NY
10/18 Dallas, TX
TBA Henderson, KY
Info 715/842-9699

Mid-Atlantic Vintage Trials Series
10/4 Toughkenamon, PA
10/11 Mainesburg, PA
Info 410/775-77209

ATA Observed Trials C'ship Series
10/11 Corral Canyon, CA
11/29 Lucerne Valley, CA
Info 213/259-6631

RMEC Enduro Series
* 10/4 Cloudcroft, NM
* Tentative
Info 307/742-4136

Black Jack Enduro Series
9/20 Bunch, OK
9/27 Kirby, AR
10/11 Tulsa, OK
10/25 Oklahoma City, OK
Info 903/832-5323

MTEG Off-Road C'ship GP Series
9/26 Denver, CO
10/3 Las Vegas, NV
11/24 Oakland, CA
Info 714/938-4100

SCORE Int'l Off Road Series
11/11-14 Baja 1000, Ensenada-Le Paz, B.C., MEX
Info 818/889-9216

CMRA Road Race Series
10/17-18 College Station, TX
Info 713/342-9032

Sabine Enduro Circuit
9/20 New Waverly, TX
10/25 Oklahoma City, OK
11/8 Muenster, TX
Info 504/928-2117

High Plains Enduro Circuit
10/4 Cloudcroft, NM
10/25 Memphis, TX
11/22 Spur, TX
1/25/93 San Angelo, TX
2/7 Post, TX
2/20-21 Lubbock, TX
3/21 San Angelo, TX
4/4 Turkey, TX
Info 806/795-1218

OCCRA Cross Country Series
10/4 Stillwater, OK
10/18 Oklahoma City, OK
11/1 Ardmore, OK
11/15 Oklahoma City, OK
Info 405/632-3370

Texas Cross Country Series
9/27 Denton, TX
10/11 Gholson, TX
10/25 Euless, TX
Info 214/790-1221

ARRA Road Race Series
9/27 Bakersfield, CA
10/31-11/1 Bakersfield, CA
11/21-22 Bakersfield, CA
12/13-14 Bakersfield, CA
Info 805/682-3290

White Bros. Vet World MX C'ship
11/7-8 Perris, CA
Info 714/788-5853

HDRA USA Cup Desert Race Series
10/9-11 Las Vegas, NV
Info 702/361-5404

AFM Road Race Series
10/11 Sonoma, CA
Info 510/796-7005

WSMC/Willow Springs Road Race Series
9/18-20 Rosamond, CA
10/16-18 Rosamond, CA
11/13-15 Rosamond, CA
12/18-20 Rosamond, CA
Info 805/256-1234

AMRRA Mini Road Race Series
10/11 Riverside, CA
11/1 Palomar, CA
12/5-6 Riverside, CA
Info 714/548-8429

CMC Valvoline Oil Trans-Cal Nat'l MX Series
9/19 Sacramento, CA N
9/20 Ramona, CA S
9/27 Sacramento, CA N
9/27 San Bernardino, CA S
10/3-4 Huron, CA
Info 714/880-0016

OMRRA Road Race Series
9/26-27 Portland, OR
10/18 Portland, OR
Info 503/221-1487

OMRA Cross Country Series
9/27 Bend, OR
10/23-24 Bend, OR
Info 503/625-7331

USBA Road Race Series
10/17-18 Salt Lake City, UT
Info 801/535-4625

NMA Enduro Series
10/4 Olympia, WA
10/25 Bellingham, WA
Info 206/922-1457

NMA Off Road Series
9/20 Shelton, WA
10/18 Olympia, WA
11/8 Shelton, WA
11/15 Bellingham, WA
12/6 Kent, WA
12/13 Sultan, WA
Info 206/922-1457

MXNW Pacific Coast Grand C'ship Series
9/26-27 Roseburg, OR
10/17-18 Woodland, WA
Info 503/543-6028

GFI Fall Series
South
10/11 Perris, CA
10/16 Perris, CA
10/25 Perris, CA
11/1 Perris, CA
11/15 Perris, CA
Info 714/788-5853

North
10/10-11 Brentwood, CA
10/15 Hanford, CA
10/16 Hollister, CA
10/24-25 Turlock, CA
Info 209/673-8080

SEPTEMBER

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

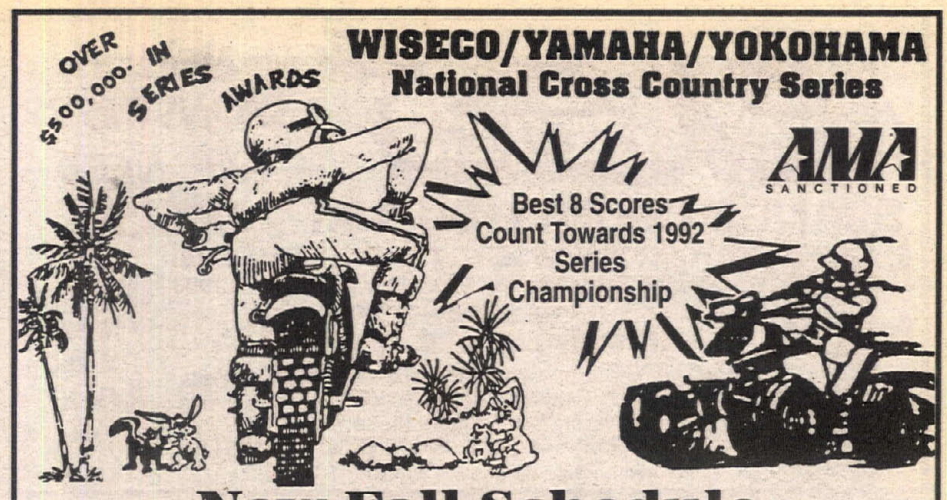
OCTOBER

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

• Denotes Pro Payback

September 16
CALIFORNIA SPEEDWAY
Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
VIRGINIA SHORT TRACK
• Southside Speedway, Richmond. Info 804/282-6664 or 266-0076.

September 17
OREGON MOTOCROSS
MXNW Series. Portland Int'l Speedway, Portland. Info 503/620-1020.
WASHINGTON TT
• AMA/Mt. St. Helens M.C. Castle Rock Fairgrounds, Castle Rock. Info 206/274-4346 or 503/282-3063.



New Fall Schedule
12. Oct. 3&4 STARVATION POINT GNCC - Elizabeth, WV
I-77 to Mineral Wells exit, take Rt. 14 to Elizabeth
13. Oct. 17&18 FALL FESTIVAL GNCC - Elkins, WV
I-79 to Elkins, go 7 mi. West on Rt. 33, near Jimtown

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Sept. 16, Wed.	Speedway	6:30 p.m.
Sept. 19, Sat.	Sand Drag	6:30 a.m.
Sept. 26, Sat.	Speedway C'ship	6:30 p.m.
Sept. 27, Sun.	MX-CMC Trans Cal	6:30 a.m.

MX PRACTICE Mon. Night & Thursday
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Moreno Valley California
Sat., Sept. 19 - Cycle World Winners' Series
Sat., Sept. 26 - Cycle World Winners' Series
Sat., Oct. 3 - Starwest Sat. Nite MX
No Membership Required - Pro Payback
Open Practice: Every Tues. Day & Night, 9 a.m.-2 p.m., 4 p.m.-10p.m. / Every Saturday 8 a.m. - Noon
Sat. Nite SX Practice 4:30 p.m., Race 6:00 p.m.
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CMC
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Sat., Sept.19 No Night Race
Sat., Sept. 19 Sacramento TC #3 North
Sun., Sept. 20 Barona Oaks TC #3 South
Sat., Sept. 26 No Night Race
(714) 880-0016— FAX (714) 880-1734

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WEEKLY.
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CYCLE NEWS

CRC CALIFORNIA RACE SCHEDULE

100% PRO PAYBACK
Sun., Sept 20 MX Sunrise
Sun., Sept. 27 MX Edwards
Sun., Oct. 4 MX Sunrise
Sun., Oct. 11 G.P. LA County Raceway
Sun., Oct. 18 MX Sunrise
* Next Vintage Race
Sun., Oct. 11 G.P. LA County Raceway
* Open Practice
3 Tracks, Pee Wee - 60 & 80 - Motorcycles
4 p..m - 9 p.m. Every Wed. - LA County Raceway
9 a.m. - 2 p.m. Every Sat. - LA County Raceway
CRC Info (805) 272-8889

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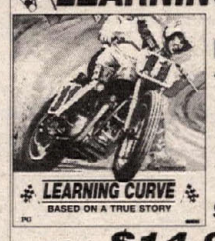

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CMRA ANNOUNCES
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CALENDAR

September 18

CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway, Sacramento. Info 916/366-7368.
CALIFORNIA SHORT TRACK/TT
Bakersfield Speedway, Bakersfield. Info 805/399-7877.
CALIFORNIA SPEEDWAY
• Interantional Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CANADA SHORT TRACK
• CMA Canadian Dirt Track Series. Montreal, Quebec. Info 514/654-8193.
DELAWARE SHORT TRACK/ MOTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
ILLINOIS SUPERCROSS
MRA. Kane County SX, Kane County. Info 313/289-2100.
KENTUCKY MOTOCROSS
Lakeland MX. Trigg Recreation Complex, Cadiz. Info 502/522-6389.
MICHIGAN MOTOCROSS
MRA. Milan Cycle City, Milan. Info 313/289-2100.
OHIO SHORT TRACK
• AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
OHIO MOTOCROSS
• AMA/DD-11/American Motosports, Inc. Guernsey County Fair, Old Washington. Info 614/596-2057.
PENNSYLVANIA SHORT TRACK/TT
AMA. The Challenger Raceway, Indiana. Info 412/726-5494.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
WASHINGTON TT
• AMA/Western Regional/Mt. St. Helens M.C. Castle Rock Fairgrounds, Castle Rock. Info 206/274-4346 or 503/282-3063.

September 18-20

CALIFORNIA ROAD RACE
Willow Springs Int'l Racewaya, Rosamond. Info 805/256-1234.
NEVADA DESERT RACE
Best in the Desert Series. Station House Hotel/Las Vegas 300 C'ship Team Race. Tonopah. Info 702/457-5775.

September 19

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
• GFI Series. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA SHORT TRACK
AMA/D-36. Sandhill Ranch, Brentwood. Info 209/524-7013.
CALIFORNIA STADIUMCROSS
AMA/D-36/GFI North. Pioneer Speedway & Arena, Oakdale. Info 209/847-9538 or 544-1027.
CALIFORNIA MINI RACE
CMMC Series. Barona Oaks, Ramona. Info 619/749-1900.
CALIFORNIA MOTOCROSS
• Rojo Productions. Starwest SX Park, Moreno Valley. Info 714/855-2707.
CALIFORNIA SHORT TRACK
So. Cl. Flat Track. Lake Perris Fairgrounds, Perris. Info 714/956-0556.
CALIFORNIA MOTOCROSS
• CMC Trans-Cal Series. Sacramento Raceway, Sacramento. Info 916/363-2653.
CANADA SUPERCROSS
• CMA/Canadian SX Series. Olympic Stadium, Montreal, Ontario. Info 416/363-9035.
DELAWARE TT/DIRT DRAGS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
West Florida MX, Milton. Info 904/994-2884.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
GEORGIA SUPERCROSS
Southern SX Track, Tunnel Hill. Info 404/397-2937.
IOWA SUPERCROSS
MX Kingdom. Dallas County Fairgrounds, Adel. Info 515/285-6910.
KANSAS SHORT TRACK
VDTRA Series. Wichita. Info 919/445-0671.
KENTUCKY MOTOCROSS
Southern Motorsports. Pilot Hill MX, Irvine-Ravenna. Info 606/723-4303.
KENTUCKY MOTOCROSS
• Adventuresports. Bluegrass MX, Bardstown. Info 502/737-7433.
MINNESOTA SHORT TRACK
• AMA/Gopher Racing. Montgomery Speedway, Montgomery. Info 612/593-1283.
MISSOURI MOTOCROSS
Sprout Patch Dealers Choice. Sprout Patch MX, Billings. Info 417/744-7593.
NEW HAMPSHIRE SHORT TRACK
AMA/Sideways Promotions. Canaan USA Speedway, Canaan. Info 508/874-1732.
NEW YORK SUPERCROSS
AMA/D-34/Del Ray Enterprises. Lembo Lake Park, Modena. Info 914/427-2248.
NORTH CAROLINA MOTOCROSS
• Silver Creek MX Park, Morganton. Info 704/584-2808.
NORTH CAROLINA HALF MILE
• AMA/MARS/On Track Promotions. Asheville Speedway, Asheville. Info 919/629-2415 or 803/272-9938.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO SPEEDWAY/ SHORT TRACK
Bear Creek Speedway, Canton. Info 216/837-5694.
OHIO SHORT TRACK
Speedway 250, Cadiz. Info 614/942-2020.
OHIO MOTOCROSS
AMA/D-12 & 14/Glass City M.C. Delta Motor Sports Park, Delta. Info 419/666-8413 or 822-3286.
OHIO MOTOCROSS
• AMA/D-11. Honda Hills, Linnville. Info 614/323-3766.
OREGON SHORT TRACK/TT
• Diamond Raceway, Roseburg. Info 503/673-2776.
PENNSYLVANIA MOTOCROSS
CRA. Pymatuning Raceway, Linesville. Info 814/898-3424.
PENNSYLVANIA MOTOCROSS
AMA. Trail-Way Speedway, Hanover. Info 717/359-4310.
SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeeville. Info 803/757-4226.
TENNESSSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
TENNESSEE SUPERCROSS
Elite Motorsports. Mempphis Motorsports Dirt Trax, Memphis. Info 901/353-6118.
UTAH MOTOCROSS
Beaver Motor Bike Club.Beaver County Fairgrounds, Minersville. Info 801/438-2146.
WASHINGTON TT
• AMA Nat'l C'ship 600 Dirt Track Series/Mt. St. Helens M.C. Castle Rock Fairgrounds, Castle Rock. Info 503/282-3063 or 206/274-4346.
WYOMING SHORT TRACK
• Casper Speedway, Casper. Info 307/473-1324.

September 19-20

CALIFORNIA DUAL SPORT
AMA/D-37 Dual Sport Series. Countdown Bishop 300. Bishop to Big Pines. Info 818/348-8385 or 348-8381.
CALIFORNIA MOTOCROSS/TT
Tri County Quad Racing. Plumas County Fairgrounds, Quincy. Info 916/283-3358.
CALIFORNIA SAND DRAGS
USA Sand Drags. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA MOTOCROSS
International Oldtimers Series. Central Valley at Brentwood. Info 208/327-0693 or 467-3593.
COLORADO ROAD RACE
MRA/AHRMA. 9/19 AHRMA Vintage Road Race/9/20 MRA Sprint Road Race. Steamboat Springs. Info 303/294-2054.
FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.
INDIANA DUAL SPORT
• AMA/Suzuki Dual Sport Trail Ride Series. Stoney Lonesome M.C. clubgrounds, Columbus. Info 812/346-8620.
INDIANA DRAGS
• AMRA All Harley Drags Nat'l. Bunker Hill Dragstrip, Kokomo. Info 708/250-0838.
INDIANA HILLCLIMB
AMA/Hoosier Hillclimbers. Metamora. Info 317/861-6798.
MEXICO SUPERCROSS
Tecate SX Series. Sucro Racing Promotions. Ensenada, B.C. Info 619/585-9381.
MICHIGAN MOTOCROSS
AMA. Baja Acres, Millington. Info 313/726-9450.
OREGON SUPERCROSS
• Eugene MX, Eugene. Info 503/484-5217.
WISCONSIN TRIALS
Wisconsin Observed Trials Assn. Baraboo. Info 608/798-2168.

September 20

CALIFORNIA MOTOCROSS
• CRC. Sunrise Cycle Park, Adelanto. Info 805/272-8889.
CALLIFORNIA MOTOCROSS
• GFI/Motowest. Hollister Hills GP Track, Hollister. Info 408/238-8208 or 637-2073.
CALIFORNIA ENDURO
AMA/D-37/Best of the West. Checkpoint M.C. Bad Mountain Enduro. Adelanto. Info 310/425-5287 or 432-6550.
CALIFORNIA MOTOCROSS
AMA/D-36/Boss MX. Argyll Park, Dixon. Info 510/623-9871.
CANADA 50cc RACE
Formula 50cc Club. Kart Gardens Int. North, Calgary, Alberta. Info 403/277-0099 or 284-5295.
FLORIDA MOTOCROSS
• 10th Annual AMA/FL State MX C'ship Gold Cup Series. Gatorback Cycle Park, Gainesville. Info 813/894-0439 or 894-0539.
GEORGIA MOTOCROSS
Echconnee Motocross, Macon. Info 912/788-8227 or 956-5420.
GEORGIA ENDURO
Unifour Trail Bike Club. Cochran Fun Run, Cochran. Info 704/483-6833.
ILLINOIS TT SCRAMBLES
AMA/D-17. Central IL M.C. clubgrounds, Neoga. Info 217/895-2816.
INDIANA MOTOCROSS
Haspin Acres, Laurel. Info 513/772-2803 or 661-8954.
IOWA HARE SCRAMBLES
AMA/D-22/Iowa Enduro Riders Assn. Thurman. Info 515/965-9051.
IOWA HALF MILE
• Badger Racing Assn. Club. Fairgrounds, Keosauqua. Info 414/699-3387.
KENTUCKY HARE SCRAMBLES
AMA. Eagle Creek M.C. Park, Owenton. Info 606/472-3442.
KENTUCKY MOTOCROSS
AMA. Daniel Boone MX Park, London. Info 606/877-1364.
KENTUCKY MOTOCROSS
KTMXA/BS Racing/West KY Outdoor MX. Lowes. Info 502/642-2345 or 674-5525.
MARYLAND MOTOCROSS
Antietam M.C., Hagerstown. Info 301/797-8686.
MASSACHUSETTS ENDURO
NETRA C'ship Series. Mohawk Enduro, Adams. Info 203/875-5757.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
MICHIGAN MOTOCROSS
MRA. Milan Cycle City, Milan. Info 313/289-2100.
MISSISSIPPI MOTOCROSS
TMP Racing. Thomastown. Info 601/289-2090.
MISSISSIPPI ENDURO
AMA/SERA/Turkey Creek Enduro Club. Crystal Springs Campground, Gatesville. Info 601/892-2443.
MISSOURI HARE SCRAMBLES
AMA/MO C'ship H.S. Series/Missouri Mudders. Rivermont Campground, north of Potosi. Info 314/227-5317.
NEW HAMPSHIRE TURKEY RUN
NETRA C'ship Series. Vintage Iron, Weare. Info 203/875-5757
NEW JERSEY MOTOCROSS
• Powerline Park, New Egypt. Info 908/752-7305.
NEW YORK MOTOCROSS
AMA/Metropolitan Sports Committee. Claverack MX, Claverack. Info 518/828-6149.
NEW YORK SHORT TRACK
AMA/Electric City Riders M.C. Schenectady. Info 518/372-1526 or 374-7979.
NEW YORK HARE SCRAMBLES
NY State C'ship Series. Sauquoit. Info 315/839-5637 or 895-7654.
NEW YORK MOTOCROSS
WNYSC. Silver Springs MX Park, Rock Glen. Info 716/786-5596 or 786-2157.
NORTH CAROLINA MOTOCROSS
NAME Fall Series. Montrose MX, Raeford. Info 919/875-3805.
OHIO MOTOCROSS
CRA. Malvern Motosport Park, Malvern. Info 216/262-4945.
OHIO HARE SCRAMBLE
CRA. Mansfield M.C., Mansfield. Info 419/524-1347.
OKLAHOMA MOTOCROSS
Paradise Valley MX Park, Broken Arrow/Tulsa. Info 918/486-1155.
OKLAHOMA CROSS COUNTRY
OCCRA. Baer Creek Moto Park, Pooleville. Info 405/537-2381.
OREGON MOTOCROSS
OOHVA. Winchester Bay. Info 503/759-3601.
OREGON MOTOCROSS
MXNW Series. Washougal MX, Washougal. Info 503/673-1671.
PENNSYLVANIA MOTOCROSS
AMA/State C'ship. The Challenger Racewayy, Indiana. Info 412/726-5494.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Hurricane Hills Sports Center, Clifford. Info 717/222-9290.
PENNSYLVANIA ENDURO
ECEA C'ship Series. Moonshine Enduro. Brandonville. Info 215/873-7584.
TENNESSEE MOTOCROSS
Victory Sports. AXO Day. Pro Sport MX, Wytheville. Info 703/228-3118 or 615/323-5497.
VIRGINIA HARE SCRAMBLES
VA C'ship H.S. Series/Shenandoah ORV Assn. Stoney Broke, Middle-

brook. Info 703/943-1526 or 886-3717.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids ORV park, Richland. Info 509/837-3595.
WASHINGTON OFF ROAD
NMA Off Road Series. ISDE. Puget Sound Enduro Riders, Shelton. Info 206/943-1559.
WEST VIRGINIA CROSS COUNTRY
● AMA Wiseco/Yamaha/Yokohama GNCC Series/Racer Productions. Hardrock GNCC. Bunner Ridge. Info 304/594-1157.

September 23-24

IOWA SHORT TRACK
● Iowa State C'ship/Motor Sports of America. Nat'l Cattle Congress Celebration. McElroy Auditorium, Waterloo. Info 1-800-544-8714.

September 24

OHIO MOTOCROSS
● AMA/D-11/CRA/American Motosport, Inc. Tuscarawas County Fair, Dover. Info 614/596-2057.
OREGON MOTOCROSS
MXNW. Portland Int'l Raceway, Portland. Info 503/620-1020.

September 25

CALIFORNIA MOTOCROSS
● CMC. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA SPEEDWAY
● International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA STADIUM MX
● CMC. Sacramento Raceway, Sacramento. Info 916/366-7368.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
DELAWARE MOTOCROSS/ SHORT TRACK
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
MICHIGAN MOTOCROSS
MRA. Milan Cycle City, Milan. Info 313/289-2100.
OHIO SHORT TRACK
● AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
PENNSYLVANIA SHORT TRACK/TT
AMA/Erv Braun Promotions. The Challenger Raceway, Indiana. Info 412/726-5494.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.

September 25-27

MEXICO OFF ROAD
Golden Crown of Baja Off Road Desert Series. Gran Carrera de Campeones. San Felipe, B.C. Info 818/340-5750.

September 26

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA MOTOCROSS
● Warrior MX Park, Warrior. Info 205/841-7224 or 669-4572.
ALABAMA SHORT TRACK/TT
Thunder Valley Speedway, White Plains. Info 205/831-1935.
CALIFORNIA MILE
VDTRA Nat'l. Sacramento. Info 918/445-0671.
CALIFORNIA SPEEDWAY
● CMC. State C'ships. Glen Helen OHV Park, San Bernardino. Info 714/26105329.
CALIFORNIA BIKE SHOW
West Covina Fire Department's Unique & Antique Show. Eastland Shopping Center, West Covina. Info 818/814-8505.
CALIFORNIA MOTOCROSS
● Rojo Productions. Starwest SX Park, Moreno Valley. Info 714/855-2707.
CALIFORNIA SHORT TRACK
Dirt Sports Promotions, Inc. Carlsbad Raceway, Carlsbad. Info 619/752-1990.
CALIFORNIA MOTOCROSS
● GFI Series. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
● Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA ARENACROSS
Shasta High School Dist. Save Our Sports Foundation. Redding Rodeo Grounds, Redding. Info 916/221-0118.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
Southern SX Track, Tunnel Hill. Info 404/397-2937.
ILLINOIS MOTOCROSS/ TT SCRAMBLES
● AMA/D-18. Belleville Enduro Team, Belleville. Info 618/277-DIRT.
INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Trojan Track, Pierceton. Info 219/594-2649.
INDIANA MOTOCROSS
J & S Racing. Inc. Booneville. Info 812/897-0629.
MINNESOTA SHORT TRACK
● AMA/Gopher Racing. Season C'ship. Montgomery Speedway, Montgomery. Info 612/593-1283.
NEVADA TRIALS
AMA/Sacremanto PITS. Good Old Days Vintage Series. Reno. Info 916/967-0262.
NEVADA HARE & HOUND
AMA/D-26/Utah Desert Foxes. Mini Bike H & H. Wendover. Info 801/544-0643.
NEW HAMPSHIRE ROAD RACE
USCRA/Loudon Vanson Leathers Vintage Race Series. Round #3. New Hampshire Int'l Speedway, Loudon. Info 603/239-6778.
NEW YORK ROAD RACE
LISC Fall Series. Bridgehampton Motorsports Park, Bridgehampton. Info 516/728-7727.
NEW YORK SUPERCROSS
AMA/D-34/Del Ray Enterprises. Lembo Lake Park, Modena. Info 914/427-2248.
NEW YORK SUPERCROSS
AMA/D-34/Del Ray Enterprises. Modena. Info 914/427-2248.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA SUPERCROSS
NAME Night Summer Series. Rolling Hills Cycle Park, Reidsville. Info 919/3442-4492.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO MOTOCROSS
● Honda Hills, Linnville. Info 614/323-3766.
OHIO SHORT TRACK
Speedway 250, Cadiz. Info 614/942-2020.
OHIO MOTOCROSS
AMA/D-11/American Motosports, Inc. Delaware County Fair, Delaware. Info 614/596-2057.
OKLAHOMA MOTOCROSS
RBH, Inc. End of Summer Biggie. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
PENNSYLVANIA SHORT TRACK
AMA/D-6. Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE AREANCROSS
2nd Annual State AX C'ship Series. Paris Dirt Trackers, Inc. Henry County Fairgrounds, Paris. Info 901/642-0511.

September 26-27

CALIFORNIA TRIALS
AMA/Sacramento PITS. Sat. Vint.-Beg., Sun. PITS C'ship. Moon Rocks. Info 702/673-3737.
MICHIGAN MOTOCROSS
● AMA/D-14. Mustang Acres, Brighton. Info 313/229-9719.
NEW MEXICO DUAL SPORT
AMA/Clovis Sportcycle Assn. Endurance Rally for Dual Sport Bikes. Clovis. Info 505/985-2374.
NEW YORK SHORT TRACK/ SHOW/SWAP MEET
AMA/AHRMA Nat'l Vintage Series. Days of Glory Vintage Weekend. Cayuga County Fairgrounds, Weedsport. Info 914/356-4433.
OREGON SUPERCROSS
● CMC. OR State C'ship Series. Albany SX, Albany. Info 503/928-4474.
OREGON ROAD RACE
OMRRA/CROC. Portland Int'l Raceway, Portland. Info 715/842-9699.
OREGON MOTOCROSS
Pacific Coast Grand C'ship. Clarks Branch MX, Roseburg. Info 503/673-1671.
PENNSYLVANIA MOTOCROSS
AMA/D-5. Steel City USA, Delmont. Info 304/594-1157.
WISCONSIN YSR RACE
WI Yamaha USR Racing Group. Street Race. Wyndham Gdn. Htl., Brookfield. Info 414/529-0387.
WISCONSIN DRAGS
● Dragbike USA Nat'l C'ship Series/ Show/Swap Meet. Great Lakes Cragaway, Union Grove. Info 414/878-3783.

September 27

CALIFORNIA MOTOCROSS
● CMC Trans Cal #4 South. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA POKER RUN
AMA/D-36/Mendocino Dirt Riders Assn. Off Road P.R. Cow Mountain ORV Area, Ukiah. Info 707/277-9011.
CALIFORNIA MOTOCROSS
● CRC. Edwards A.F.B., Edwards. Info 805/272-8889.
CALIFORNIA ROUGH SCRAMBLES
● AMA/No. Cal. C'ship Rough Scrambles Series/Abnormal Promotions. Stockton Fairgrounds, Stockton. Info 209/838-3200.
CALIFORNIA MOTOCROSS
● CMC Trans Cal North #4/Great Northern Promotions. Prairie City SVRA, Hangtown Track, Sacramento. Info 916/489-3839.
CALIFORNIA MOTOCROSS
● AMA/J & S Promotions. Carnegie SVRA, Tracy. Info 510/455-1318.
CANADA ROAD RACE
● RACE 12th Annual Castrol Eastern Canada Challenge Series. Shannonville, Ontario. Info 613/966-4882.
COLORADO HILLCLIMB
CMTRA. CO State C'ship. Penrose. Info 719/687-2635 or 392-3177.
CONNECTICUT MOTOCROSS
NESC C'ship Series. Central Village. Info 413/772-0685.
FLORIDA MOTOCROSS
● 10th Annual AMA/FL State MX C'ship Gold Cup Series/WorldSports. Dade City Raceway, Dade City. Info 813/894-0439 or 894-0539.
GEORGIA MOTOCROSS
Camel Bax Raceway, Dublin. Info 912/272-4976.
IDAHO MOTOCROSS
● Huetter MX Park, Coeur d'Alene. Info 208/667-8515 or 773-2956.
ILLINOIS SHOW
J & P Promotions. 6th Annual Ride-In Bike Show. Belle Clair County Fairgrounds, Belleville. info 319/462-6011.
ILLINOIS MOTOCROSS
AMA/D-17. Bloomington-Normal, Wapella. 217/445-2536.
INDIANA HARE SCRAMBLES
● AMA Nat'l C'ship Series. Black Coal Nat'l IN-IL-KY Enduro Riders Assn. Lynnville. Info 812/423-2710.
INDIANA MOTOCROSS
● AMA/D-15. Hoosier Hilltoppers M.C., Uniontown. Info 812/522-1522.
IOWA SUPERCROSS
● Iowa SX Series. MX Kingdom. Dallas County Fairgrounds, Adel. Info 515/285-6910.
IOWA TRIALS
Stadium Event. Marshalltown. Info 515/753-7317.
IOWA HARE SCRAMBLES
Iowa Enduro Riders. Hills. Info 515/965-9051.
KANSAS MOTOCROSS
● KORR C'ship Series. GP Motocross. Green Acres Raceway Club, Marion. Info 316/382-2915.
KENTUCKY MOTOCROSS
Moto-Mania Series. Rough Country MX, Henderson. Info 502/521-7884 or 812/897-3800.
KENTUCKY MOTOCROSS
AMA. Chicken Challenge. Daniel Boone MX Park, London. Info 606/877-1364.
MARYLAND POKER RUN
Antietam M.C., Hagerstown. Info 301/797-8686.
MASSACHUSETTS TURKEY RUN
NETRA C'ship Series. Jeff's Turkey Run. Otis. Info 203/875-5757.
MICHIGAN DIRT DRAGS
ADRA Series. Three Rivers. Info 616/279-9774.
NEVADA MOTOCROSS
● CMC/NV Old Timers Club. Fernely Int'l Raceway, Fernley. Info 702/885-0233 or 322-4311.
NEVADA HARE & HOUND
● AMA Nat'l C'ship H & H. 12 miles south of Wendover. Info 801/544-0643.
NEW YORK MOTOCROSS
AMA/Metropolitan Sports Committee. John Kenny Memorial. Walden Playboys, Walkill. Info 518/828-6149.
NEW YORK SHORT TRACK
AMA. Square Deal Riders Raceway, Harpursville. Info 607/723-2387 or 693-2634.
NEW YORK MOTOCROSS
Palmyra Racing Assn. Palmyra. Info 716/425-2917 or 223-5955.
NORTH CAROLINA MOTOCROSS
AMA/D-13/Elizabeth City M.C. Competition Park, Elizabeth City. Info 919/771-5442.
NORTH CAROLINA HARE SCRAMBLES
NCHSA. Beechnut Park, Mt. Airy. Info 704/483-4394.
NORTH CAROLINA MOTOCROSS
AMA/D-29. Fall Series. Devil's Ridge MX, Sanford. Info 919/776-2412.
OHIO HARE SCRAMBLE
CRA. Lightning Raceway, Tippecanoe. Info 614/922-4775.
OHIO MOTOCROSS
CRA. Amherst M.C., Amherst. Info 216/988-9100.
OREGON CROSS COUNTRY
OMRA/LOBOS. Bend. Info 503/656-5801.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow MX Park, Fredericksburg. Info 717/273-1180 or 273-9212.
RHODE ISLAND ENDURO
NETRA C'ship Enduro Series/ Rhody Rovers. Little Rhody, W. Greenwich. Info 203/875-5757.
TENNESSEE MOTOCROSS
Christiana Raceway, Christiana. Info 615/896-3245.
TENNESSEE MOTOCROSS
Victory Sports. AMA S.E. Regional C'ship Mega Series. Hidden Acres MX, Kingsport. Info 615/245-4919 or 323-5497.
TEXAS MOTOCROSS
Southwest Nat'l C'ship. El Paso MX Park, El Paso. Info 915/857-0215.
TEXAS CROSS COUNTRY
Texas Cross Country Racing Assn. Hickory Creek, Denton. Info 214/790-1221.

Old Timers MX Association Race Schedule

Sat. & Sun.	Central Valley O.T.M.X. Nat'l	
Sept. 19 & 20	Huron Cycle Park	
Sept. 27	Edwards A.F.B.	CRC MX

For Information Call (714) 633-9503

RACING ENTERPRISES INFO 619-484-1441

Saturday, Sept. 19th MX Carlsbad
*Cycle Parts West Series Round 3
Saturday, Sept. 26th MX Carlsbad
Saturday, Oct. 3rd MX Carlsbad

SPEEDWAY RACING
Every Friday Night
Orange County Fairgrounds, CA
9/18 Handicap & Scratch Racing
9/25 Handicap & Scratch Racing
10/3 US National Championship
Info: (714) 492-9933

GFI RACING (714) 788-5853

Sat., Sept. 19	GFI Super Sat. Morn. MX	Perris Raceway
Sat., Sept. 26	GFI Super Sat. Morn MX	Perris Raceway
Sat., Oct. 3	GFI Super Sat. Morn MX	Perris Raceway
Sun., Oct. 4	Fall Series Warm-Up	Perris Raceway
Sat., Oct. 10	GFI Super Sat. Morn. MX	Perris Raceway
Sun., Oct 11	GFI Fall Series Round 1	Perris Raceway

A RIDER FOR THE RIDERS

SRA GP California Schedule

Members		Non Members
September 27	Carlsbad	
October 25	Carlsbad	
November 29	Glen Helen	

Info (714) 957-2985

Dirt Track Racing
Motorcycles, Quads & Odesseys, Flat Track, 1/3 Mile Oval, Scrambles & TT - Track
Fall Championship Series
Friday, September 18 Bakersfield
*Double Points (Series Final)
Saturday, November 7 Bakersfield
* 3rd Annual Vets Day Winter National
Bakersfield Speedway Info Hotline 805-399-7877

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A message from the Office of Highway Safety and Motor Vehicle Division of the Department of Transportation.

CALENDAR

TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids ORV Park, Richland. Info 509/837-3595.

October 2

CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway, Sacramento. Info 916/366-7368.
CANADA MOTOCROSS
MRA. Leamington, Ontario. Info 313/289-2100.
DELAWARE SHORT TRACK/ MOTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
MARYLAND STADIUM MX
• AMA/D-7 & 13. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
PENNSYLVANIA SHORT TRACK/TT
AMA/Erv Braun Promotions. The Challenger Raceway, Indiana. Info 412/726-5494.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.

October 2-4

NORTH CAROLINA DUAL SPORT
GS International. High Country Cycle Camp, Ferguson. Info 919/973-7522.

October 3

ALABAMA SHORT TRACK/TT
C'ship Series. Thunder Valley Speedway, White Plains. Info 205/831-1925.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
• Rojo Productions. Starwest SX Park, Moreno Valley. Info 714/855-2707.
CALIFORNIA SHORT TRACK
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 368-7182.
CALIFORNIA RALLY
18th Annual El Camino So Cal Vintage Cycle Rally. Friends of the West Coast Rallies. El Camino Junior College, Torrance. Info 805/772-2038.
CALIFORNIA SPEEDWAY
• International Speedway. U.S. Nat'l C'ships. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
Cycle Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CANADA ROAD RACE
RACE/12th Annual Castrol Eastern Canada Challenge Series. Shannonville, Ontario. Info 613/966-4882.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
Southern Supercross Track, Tunnel Hill. Info 404/397-29937.
INDIANA MOTOCROSS
J & S Racing Inc. Booneville. Info 812/897-0629.
INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Fulton County MX, Rochester. Info 219/594-2649.
INDIANA MOTOCROSS
Haspin Acres Motor Sports Park, Laurel. Info 513/772-2803 or 661-8954.
KENTUCKY MOTOCROSS
• Adventuresports. Bluegrass MX, Bardstown. Info 502/737-7433 or 833-2706.
MARYLAND HARE SCRAMBLES/ MX/ST/STADIUM MX
• AMA/D-7 & 13. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
NEW YORK SHORT TRACK
AMA/D-34/Del Ray Enterprises. Lembo Lake Park, Modena. Info 914/427-2248.
NEW YORK MOTOCROSS
LISC Series. Bridgehampton Motorsports Park, Bridgehampton. Info 516/728-7727.
NORTH CAROLINA MOTOCROSS
• Silver Creek MX Park, Morganton. Info 704/584-2808.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO SHORT TRACK
Speedway 250, Cadiz. Info 614/942-2020.
OHIO MOTOCROSS
CRA. Malvern Motosport Park, Malvern. Info 216/262-4945.
OREGON SHORT TRACK/TT
• Diamond Raceway, Roseburg. Info 503/673-2776.
SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeeville. Info 803/757-4226.
TENNESSEE MOTOCROSS
I-40 MX Park, Lenoir City. Info 615/573-5425 or 986-1617.

October 3-4

CALIFORNIA MOTOCROSS
• GFI/Team Green West Coast Amateur Nat'l. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA TT SCRAMBLES
VDTRA Series. Dixon. Info 918/445-0671.
IDAHO MOTOCROSS
State C'ship. Owyhee M.C., Boise. Info 208/939-0815.
KENTUCKY DRAGS
AMRA North American All Harley Drags. Beech Bend Raceway Park, Beechmont. Info 708/250-0838.
MICHIGAN MOTOCROSS
AMA. Baja Acres, Millington. Info 313/726-9450.
MISSOURI HARE SCRAMBLES
AMA/MO H.S. C'ship Series. Flat River Grand Prix, St. Joe State Park. Info 314/392-2475.
OHIO DUAL SPORT
AMA/Suzuki Dual Sport Ride Series. Enduro Riders Assn., McArthur. Info 614/444-9600.

October 4

CALIFORNIA GRAND PRIX
Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA MOTOCROSS
• CRC. Sunrise Cycle Park, Adelanto. Info 805/272-8889.
CALIFORNIA DUAL SPORT
AMA/D-37/California Trail Rides. 3rd Annual Cycle News Dual Sport Jamboree. San Bernarrdino Nat'l Forest, Beg Bear. Info 714/846-1241.
CALIFORNIA MINI RACE
CMMC Series. Barona Oaks, Ramona. Info 619/749-1900.
CALIFORNIA MOTOCROSS
• GFI/Motowest. Hollister Hills GP Track, Hollister. Info 408/238-8208 or 637-2073.
CALIFORNIA SHORT TRACK
AMA/D-36. Pioneer Speedway & Arena, Oakdale. Info 209/847-9538 or 544-1027.
CALIFORNIA MOTOCROSS
• GFI Fall Series Warm-Up. Perris Raceway, Perris. Info 714/788-5853.
CANADA YSR RACE
Formula Fifty Club. Kart Gardens Int. North, Calgary, Alberta. Info 403/277-0099.
COLORADO ROAD RACE
MRA. Second Creek. Info 303/294-2054.
FLORIDA MOTOCROSS
• WorldSports. 10th Annual AMA/FL State MX C'ship Gold Cup Series. Orlando MX Park, Orlando. Info 813/894-0439 or 894-0539.
GEORGIA MOTOCROSS
Dixie Motorcycle Sports. Hillbilly Hills MX, Roberta. Info 912/788-0413 or 404/929-8392.
IDAHO MOTOCROSS
• Huetter MX Park, Coeur d' Alene. Info 208/667-8515 or 773-2956.
INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Wasbash Cannonball, Wabash. Info 219999/594-2649.
INDIANA MOTOCROSS
Haspin Acres Motor Sports Park, Laurel. Info 513/772-2803 or 661-8954.
INDIANA HARE SCRAMBLES
AMA/D-15. C'ship H.S. Series. Stoney Lonesome M.C., Columbus. Info 812/379-2312.
IOWA ENDURO
AMA/D-22. Iowa Enduro Riders, Barlett. Info 515/965-9051.
KENTUCKY MOTOCROSS
AMA. Pendleton County M/C Park, Gardnersville. Info 606/472-3442.
MARYLAND MOTOCROSS
• AMA Nat'l C'ship 125cc/500cc MX Series. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
MASSACHUSETTS ENDURO
NETRA C'ship Series. King Philip West Enduro, Wrentham. Info 203/875-5757.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Southwick. Info 413/772-0685.
MEXICO MOTOCROSS GP
Too Much Fun Promotions. La Playa MXGP Series. Cantamar Dunes, B.C. Info 011-52-661-21323.
MICHIGAN MOTOCROSS
MRA. Milan Cycle City, Milan. Info 313/289-2100.
MISSISSIPPI MOTOCROSS
TMP Racing. Thomastown MX, Thomastown. Info 601/289-2090.
NEW JERSEY ENDURO
ECEA C'ship Series. Sandy Lane Enduro. Meteor M.C., Greenbank. Info 809/227-4573.
NEW MEXICO MOTOCROSS
Southwest New Mexico MX Series. Deming. Info 505/546-2193.
NEW YORK MOTOCROSS
AMA/Metropolitan Sports Committee. Ace MX Octoberfest, Modena. Info 518/828-6149.
NEW YORK MOTOCROSS
AMA/CNYMRA. Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NEW YORK SHORT TRACK
• AMA/Electric City Riders M.C. Schenectady. Info 518/372-1526 or 374-7979.
OHIO HARE SCRAMBLES
AMA/D-11/CRA. Treaty City M.C., Greenville. Info 513/548-7197.
OHIO MOTOCROSS
CRA Fall Series. Amherst M.C., Amherst. Info 216/988-9100.
OHIO HARE SCRAMBLE
CRA. Corky Wurster Memorial. Salem M.C., Salem. Info 216/482-2971.
OHIO MOTOCROSS
• AMA/D-12/American Motorsports. Coshocton County Fair, Coshocton. Info 614/596-2057.
OKLAHOMA CROSS COUNTRY
OCCRA Series. Stillwater. Info 405/632-3370.
PENNSYLVANIA MOTOCROSS
AMA/Erv Braun Promotions. The Challenger Raceway, Indiana. Info 412/726-5494.
PENNSYLVANIA HARE SCRAMBLE
AMA/D-6. Fall Series. Flying Dutchmen M.C., Pine Grove. Info 717/345-6340.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow MX, Fredericksburg. Info 717/273-1180 or 273-9212.
TENNESSEE MOTOCROSS
KTMX Assn. T-N-T MX Park, Milan. Info 901/987-3029.
TENNESSEE HARE SCRAMBLES
AMA Mid-South Winter C'ship Series. HHohenwald. Info 615/331-1475.
TEXAS HASRE SCRAMBLES
AMA/TX C'ship Series Round #1/TX Scramblers Assn. High Grove. Info 713/-556-0838 or 817/346-1132.
VIRGINIA HARE SCRAMBLES
VA C'ship H.S. Series. Blue Ridge Cycle Club, Martinsville. Info 703/632-5931.
WASHINGTON MOTOCROSS
MXNW Series. Washougal MX, Washougal. Info 503/673-1671.
WASHINGTON ENDURO
NMA Enduro Series/Timekeeper Enduro. River City M.C., Olympia. Info 206/984-1778.
WEST VIRGINIA CROSS COUNTRY
AMA Wiseco/Yamaha/Yokohama GNCC Series. Starvation Point, Elizabeth. Info 304/594-1157.
WISCONSIN YSR RACE
Wisconsin Yamaha YSR Racing Group. Karting Kettle, Elkhart Lake. Info 414/529-0387.
WISCONSIN SHOW
J & P Promotions. 8th Annual M/C Parts Extravaganza Ride-In Bike Show. Wisconsin State Fair Park, Milwaukee. Info 319/462-6011.

October 5-8

CALIFORNIA RALLY
FSSNOC Member & Guest Rally. Four-Stroke Singles National Owners Club Gypsy Tour, 100 miles a day. Yosemite. Info 209/841-3812.

October 9

CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway, Sacramento. Info 916/366-7368.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
PENNSYLVANIA MOTOCROSS
AMA. The Challenger Raceway, Indiana. Info 412/726-5494.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.

October 9-11

CALIFORNIA RALLY
Vintage Extravaganza. Chicken Ranch Racing Ent. Argyll Park, Dixon. Info 916/989-4938.
NEVADA ROAD RACE
HDRA USA Cup Challenge Series. 6th Annual HDRA Gold Coast 300. Las Vegas. Info 702/361-5404.

October 10

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA SHORT TRACK/TT
Short Track/TT C'ship Series. Thunder Valley Speedway, White Plains. Info 205/831-1935.
ALABAMA MOTOCROSS
• Iron Man Marathon. Warrior MX Park, Warrior. Info 205/841-7224 or 841-7538.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA SHORT TRACK
• Dirt Sports Promotions. Carlsbad

Raceway, Carlsbad. Info 619/752-1990.
CALIFORNIA SHORT TRACK
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 368-7182.
CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
DELAWARE SHORT TRACK/MOTTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
GEORGIA SUPERCROSS
Southern SX Track, Tunnel Hill. Info 404/397-2937.
INDIANA GRAND PRIX
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Wabash Cannonball, Wabash. Info 219/594-2649.
MASSACHUSETTS ENDURO
NETRA C'ship Jr. Enduro Series. Steerage Rock Jr. Enduro. Brimfield. Info 203/875-5757.
MEXICO GRAND PRIX
• Too Much Fun Promotions/Resource Marketing. LaPlaya GP V. Rosarito Beach, B.C. Info 619/942-0640.
NEW YORK SHORT TRACK
AMA/D-34/Del Ray Enterprises. Modena. Info 914/427-2248.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO MOTOCROSS
AMA/D-12 & 14/Glass City M.C. Delta Motor Sports Park, Delta. Info 419/666-8413 or 822-3286.
TENNESSEE ARENACROSS
2nd Annual TN State AX C'ship Series. Paris Dirt Trackers. Henry County Fairgrounds, Paris. Info 901/642-0511.
TENNESSEE MOTOCROSS
I-40 MX Park, Lenoir City. Info 615/573-5425 or 986-1617.

October 10-11

ALABAMA ROAD RACE
WERA C'ship Series. Talladega GP Raceway, Talladega. Info 205/362-6370.
CALIFORNIA DUAL SPORT
AMA/Suzuki Dual Sport Trail Ride Series/D-36/Ridge Runners M.C. 2nd Annual Ridge Runner 500, Angels Camp to Reno, NV. Info 408/438-5130.
CALIFORNIA SAND DRAGS
USA Sand Drags. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA MOTOCROSS/TT
Tri County Quad Racing Assn. Plumas County Fairgrounds, Quincy. Info 916/283-3358.
NEW JERSEY MOTOCROSS
• AMA/16th Annual Kawasaki Race of Champions. Raceway Park, Englishtown. Info 908/446-6331.

October 11

CALIFORNIA MOTOCROSS
• CMC. Riverfront Park, Marysville. Info 916/595-2727.
CALIFORNIA MOTOCROSS
• GFI Fall Series. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA SHORT TRACK
AMA/D-36. Pioneer Speedway & Arena, Oakdale. Info 209/847-9538 or 544-1027.
CALIFORNIA GRAND PRIX
• CRC. Gremlin GP. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA TRIALS
ATA Observed Trials C'ship Series/Plonkers Trials Club. Corral Canyon. Info 213/259-6631.
CALIFORNIA ROUGH SCRAMBLES
• AMA/D-36/Abnormal Promotions. Northern Calif. C'ship Rough Scrambles Series. Stockton Fairgrounds, Stockton. Info 209/838-3200.
CALIFORNIA MOTOCROSS
• Rojo Productions. Starwest SX Park, Moreno Valley. Info 714/855-2707.
CALIFORNIA MINI RACE
AMRRA 50cc Mini Road Race. Adams, Riverside. Info 714/548-8429.
CALIFORNIA ROAD RACE
AFM Series. Sears Point Raceway, Sonoma. Info 510/796-7005.
DELAWARE MOTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
• 10th Annual AMA/FL State MX C'ship Gold Cup Series/World Sports. MX of Marion County, Reddick. Info 813/894-0439 or 894-0539.
GEORGIA SHORT TRACK/TT
Holiday Downs Raceway, Palmetto. Info 404/463-9077.
IDAHO MOTOCROSS
• Huetter MX Park, Coeur d'Alene. Info 208/773-2956 or 667-8515.
ILLINOIS MOTOCROSS
AMA/D-17. Bloomington-Normal M.C., Wapella. Info 217/445-2536.
INDIANA MOTOCROSS
• AMA/D-15. Hoosier Hilltoppers M.C., Uniontown. Info 812/522-1522.
INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Wabash Cannonball, Wabash. Info 219/594-2649.
KENTUCKY MOTOCROSS
AMA. Daniel Boone MX Park, London. Info 606/877-1364.
KENTUCKY MOTOCROSS
Fall Series. Rough Country MX, Henderson. Info 502/521-7884.
MASSACHUSETTS TURKEY RUN
NETRA C'ship Series. Tri State Turkey Run, Winchendon. Info 203/875-5757.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
MEXICO GRAND PRIX
Too Much Fun Promotions/La Playa MX GP. Cantamar Dunes, Rosarito Beach, B.C. Info 619/942-0640.
MICHIGAN GRAND PRIX
MRA. 8th Annual Milan Cycle City GP. Milan Cycle City, Milan. Info 313/289-2100.
MISSOURI HARE SCRAMBLES
• AMA Nat'l C'ship Hare Scrambles Series. Kahoka. Info 515/965-9051.
MISSOURI MOTOCROSS
MXP Series. Finger Lakes State Park, Columbia. Info 314/474-2444.
NEW YORK MOTOCROSS
AMA/Metropolitan Sports Committee. Diamondback MX, Modena. Info 518/828-6149.
NEW YORK HARE SCRAMBLES
NY State C'ship Series. Mapledale. Info 315/839-5637 or 895-7654.
NEW YORK HARE SCRAMBLE
NETRA C'ship Series. Catra II, Fishouse. Info 203/875-5757.
NEW YORK SHORT TRACK
AMA. Square Deal Riders M.C., Harpursville. Info 607/723-2387 or 693-2634.
NEW YORK MOTOCROSS
Royal Mountain Ski Area, Canoga Lake. Info 518/835-6445.
NEW YORK MOTOCROSS
• D-34. Diamondback MX, Modena. Info 914/565-3651.
OHIO HILLCLIMB
• AMA Nat'l C'ship Series. Oregonia. Info 513/263-9321.
OHIO MOTOCROSS
Sunset Ramblers, Galion. Info 419/468-7228 or 683-3102.
OHIO MOTOCROSS
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OHIO HARE SCRAMBLE
2-Man, 4-Hr. Team H.S. Western Reserve M.C., Salem. Info 216/337-8077.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
OREGON GRAND PRIX
MXNW/Mt. Scott Dick Jagow GP. Portland Int'l Raceway, Portland. Info 503/620-1020.
OREGON SUPERCROSS
• CMC. Albany SX, Albany. Info 503/928-4474.
OREGON MOTOCROSS
MXNW Series. Clarks Branch MX, Roseburg. Info 503/673-1671.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Fall Series. Flying Dutchmen M.C., Pine Grove. Info 717/345-6340 or 345-8918.
PENNSYLVANIA TRIALS
Mid-Atlantic Vintage Trials Series. Toughkenamon. Info 410/775-7209.
PENNSYLVANIA MOTOCROSS
AMA/D-5. PA State C'ship. Brownsville-Luzerne Park, Brownsville. Info 304/594-1157.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Riverside SX, Marietta. Info 803/836-6855 or 836-8900.
TEXAS CROSS COUNTRY
TX Cross Country Racing Assn. Sandhill, Gholson. Info 214/790-1221.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.
VIRGINIA MOTOCROSS
AMA/Victory Sports. Pro Sport MX, Wytheville. Info 703/228-3118 or 615/323-5497.
VIRGINIA DUAL SPORT
Northern VA Trail Riders. Twin Lakes Campground, Kings Crossing. Info 703/339-5131.
WISCONSIN MOTOCROSS
AMA. Aztalan Cycle Clubgrounds, Lake Mills. Info 414/478-2384.

October 16

CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway, Sacramento. Info 916/366-7368.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
KENTUCKY MOTOCROSS
Lakeland MX. Trigg Recreation Complex, Cadiz. Info 502/522-6389.
TEXAS HALF MILE
• AMA. Lone Star Speedway, Kilgore. Info 214/216-5520.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone number (with area code) ( ) _____

Your name: _____

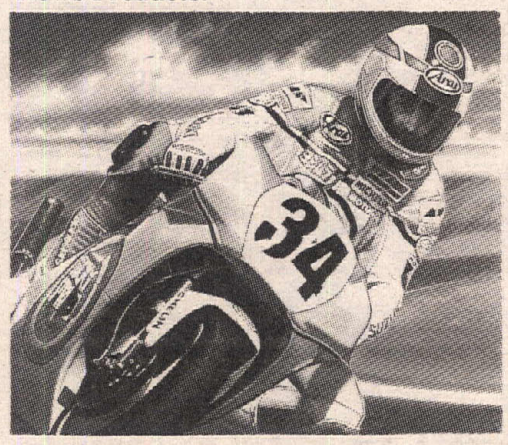
CRESPINEL

If you've been to the United States Grand Prix or the American round of the World Superbike Series in the past three years, you probably already know about James Crespinel.

His commissioned work includes portraits of Mikhail Gorbachev, Martina Navratilova, Michael Jordan, Brian Bosworth and Steve Largent, in addition to those of James Dean, Elvis Presley and Marilyn Monroe.

He is quickly becoming one of the most sought after competition artists in the United States.

Many world class riders themselves own original oil paintings by Crespinel and now lithographs of his works are available for both the collector and enthusiast alike, through Cycle News Products.



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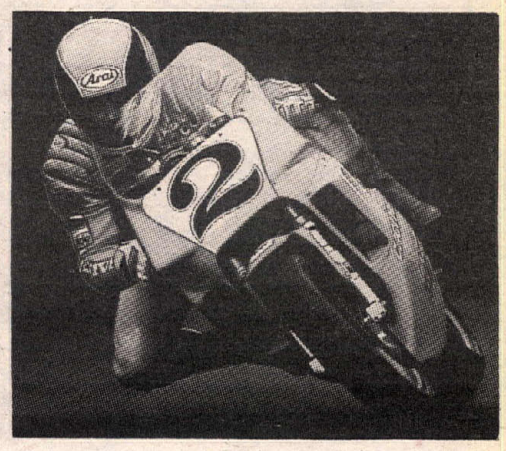

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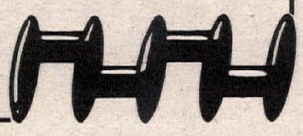

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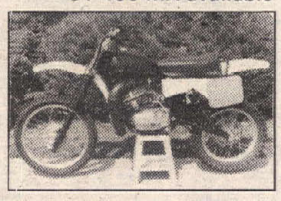

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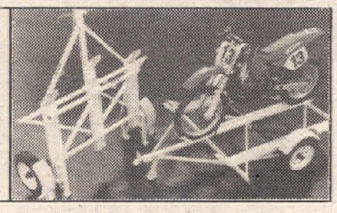

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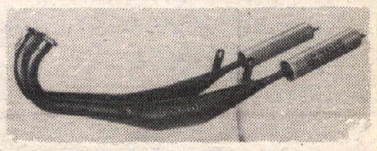

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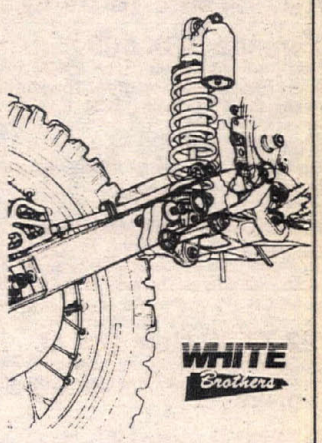

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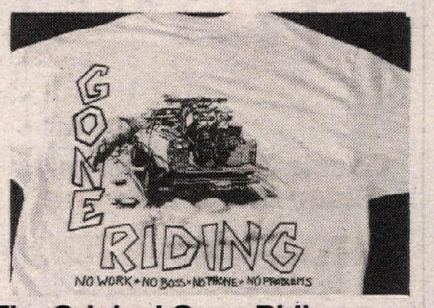

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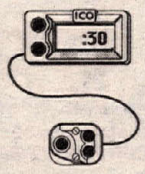

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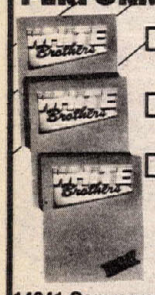

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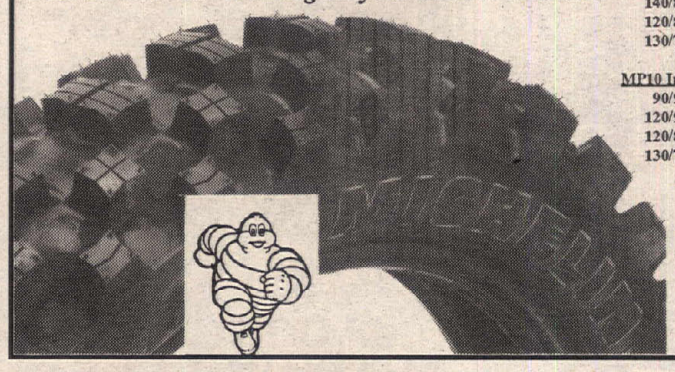

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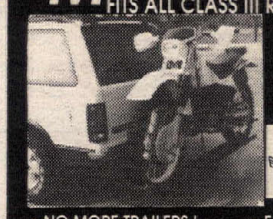

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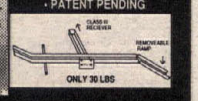

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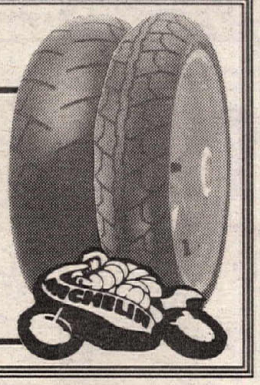

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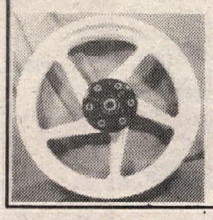

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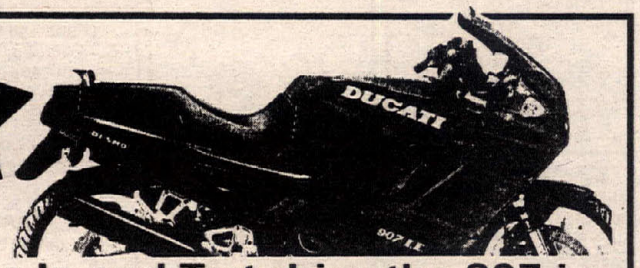

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___	Daytona 200 at $99.00	___
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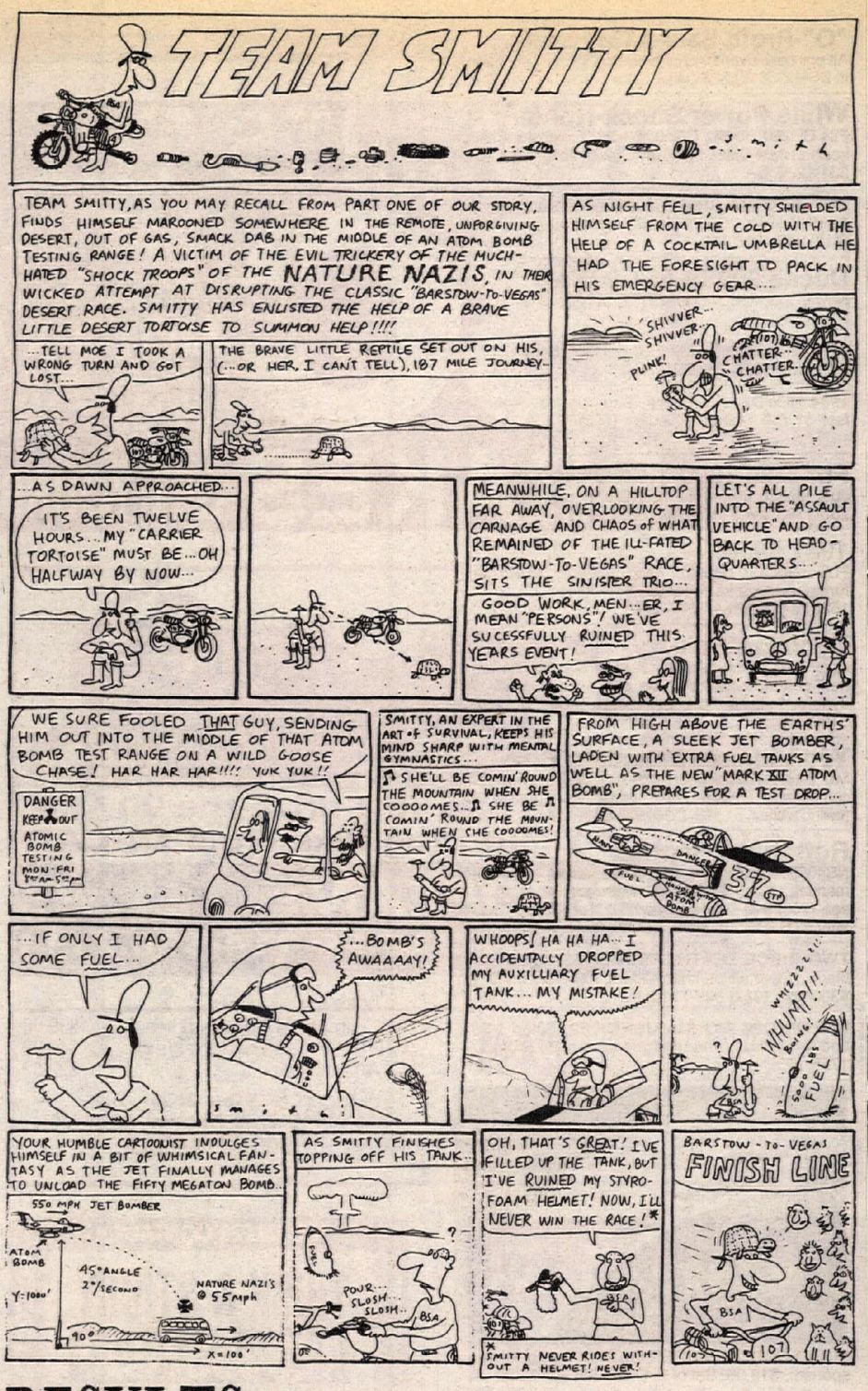

RESULTS

Motocross
I-40 MX
Lenoir City, TN
Aug. 29
By Jennifer Vinson

50 STK
Michael Ridge Yam
Steve Stone Suz
Cody Woods Yam
Skye Stalsworth Yam
Brad Oglesby Yam
50 MOD
Michael Ridge Yam
Kim Swaggerty Suz
60
William Shannon Kaw
Josh Collins Kaw
Robert Shannon Kaw
80 JR MINI
Jon Boruff Suz
Byron Robinette Kaw
Travis Reagan Kaw
Joseph Armes Yam
SCHBY
Jon Boruff Suz
Travis Reagan Kaw
125 D
Keith Gregory Yam
Gary Watson Kaw
William Colburn Kaw
Mike Gregory Yam
Steve McCoy
125 C
Brian Weaver Hon
Neal Wilson Kaw
Osborn Morgan Kaw
Joey Wheeler Hon
Steve Lanius Hon
125 PRO
Shane Templeton Suz
250 D
Mark Dyer Suz
Gary Allen Kaw
Glen McCoy Suz
Johnny Davis Yam
Shawn Wells Kaw
250 C
Mike Linginelter Yam
Dusty Walker Suz
Steve Lanius Hon
Clay Carmichael Yam
Jim Barile Kaw
250 B
Lee Knight Yam
250 PRO
Shane Templeton Suz
Chad Powers Suz
Larry Bolden Suz
OPEN
Henry Weir Kaw
ENDR
Thomas Scott Yam
Junior Finchum Hon
Jeff Russell Yam
Shawn Graham Yam
U/L AM
Mike Linginfelter Yam
Henry Weir Kaw
25 YRS PLUS
Larry Harrison Yam
Ken Campbell Hon
30 YRS PLUS
Larry Harrison Yam
210 LBS PLUS
Greg Leach Kaw
Brian Leach Kaw
NON-CURR
Joey Wheeler Hon
Thomas Scott Yam
Jamie Wheeler Hon

Motocross
Mosier Valley MX Pk
Euless, TX
Aug. 28

80 BEG
Jay Grimm Suz
Colby Dodson Kaw
Robert Donnelly Kaw
Cody Robinson Yam
80 JR
Barry Otts Yam
Dusty Fountain Kaw
Donald Carter Suz
250 NOV
Chris Safrit Suz
Corey Knebel Hon
Randall Rejcek Suz
Bill Harrington Hon
Darrell Fletcher Kaw
60
Dusty Fountain Kaw
Justin Jones Kaw
Logan Williams Yam
Douglas McCumsey Kaw
Toby Troberman Kaw
OVER 25
Thomas McLaughlin Hon
Jim Chambers Suz
Jeff Murray Yam
Duane White Suz
Waylan Langford Kaw
OVER 30
Danny Lurye Hon
Jerry Hill Suz
Joe Nicholson Yam
50
Toby Troberman Yam
Chris Warwick Yam
Todd Colbert Yam
Billy Goodwin Yam
Michael Suniga Yam
125 BEG
Bobby Turner Hon
Johnny Davidson Yam
Eddie Murray Kaw
Robbie Walker Yam
Clay Reavis Kaw
125 NOV
Chris Safrit Suz
Russ Schooley Kaw
Craig Trotter Yam
Tommy Dickey Yam
Craig Jackson Yam
125 OPEN
John Carter Suz
Kristy Shealy Suz
250 BEG
Todd Kyser Kaw
Robert Densford Yam
Gary Reece Kaw
Charles Lavender Hon
Chad Barteau Hon
80 OPEN
Charley Bogard Suz
Jason Eckoff Kaw
Jesus Marquez Kaw
INT
Jason Artinger Hon
Lance Sewell Hon
Erik Murphy Suz
Kristy Shealy Suz
250 OPEN
Chris Berry Suz
EX
Clint Latham Kaw
Clay Hoenshell Suz
Stan Chomer Hon
Trey Owens Yam
Monte Frank Kaw

Speedway
Bear Creek Spdwy
Canton, OH
Aug. 29

HDCP
Brian Daily
Mark Maurer
Pat Reynolds
SCRATCH
Brian Daily
Pat Reynolds
Mark Maurer

Road Race
Midwest YSR
Points Series
Final Standings

FINAL

Paul Gardlen	117
Mark Trout	108
Rick Weitzell	95
John Fisher	91
Rick Bullock	89
Allen Brugioni	86
Mick Hutcheson	40
Kyle Bjorklund	38
Book Anthony	35
Tom Herrling	28

Send results of races ASAP after the event to: Results, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten or printed legibly, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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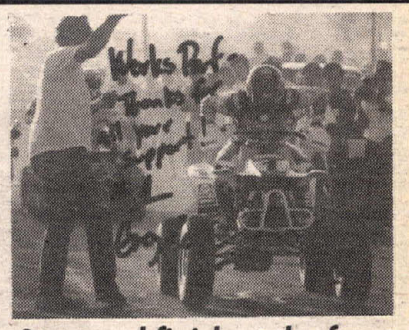

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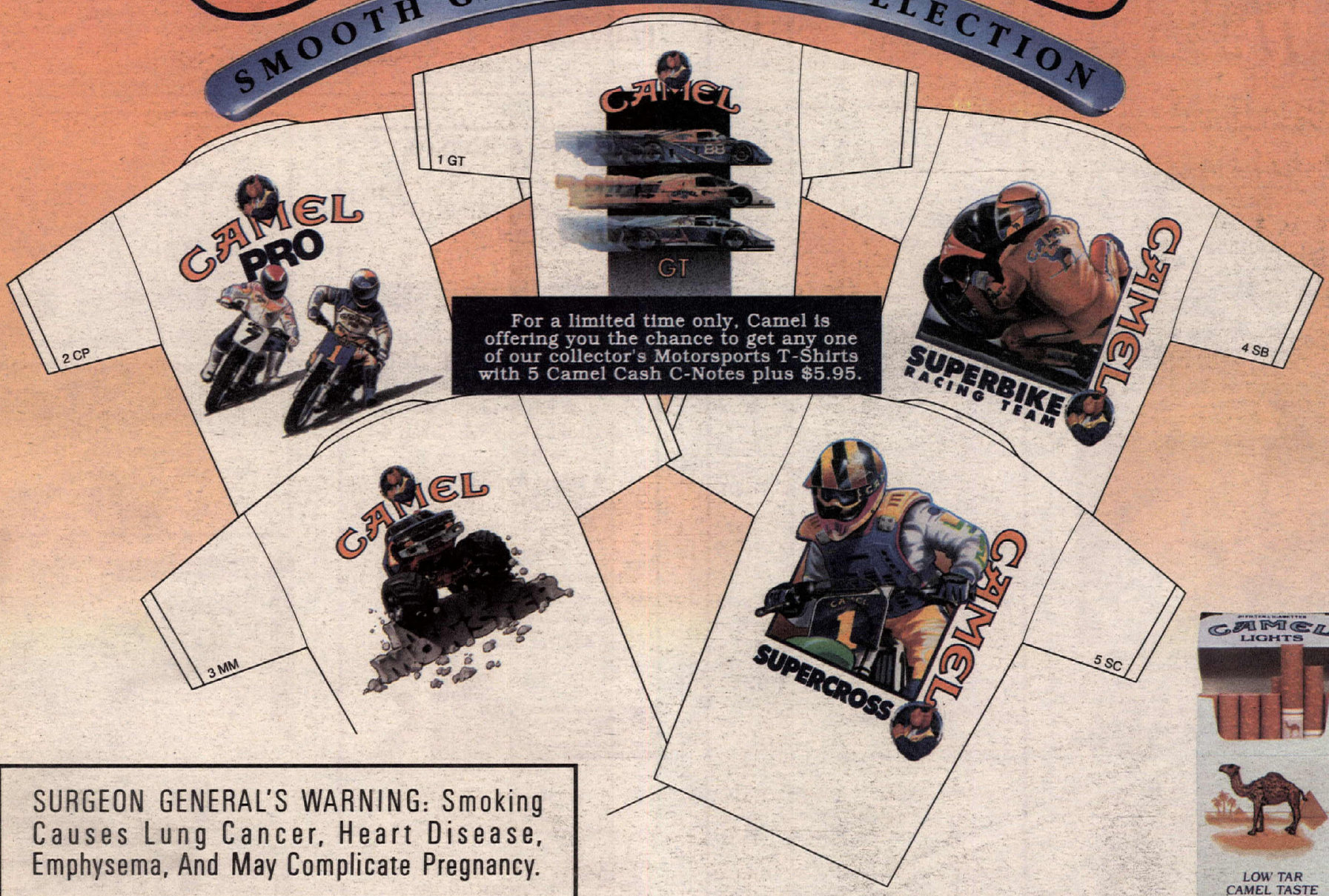

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First Middle Last

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*Please include your exact street address. UPS cannot deliver to P.O. Boxes.

What brand of cigarettes do you usually smoke? _____

(check one) [ ]Non-Menthol [ ] Menthol

Do you usually smoke: (check one)

☐ Full Flavor ☐ Medium ☐ Lights ☐ Mild ☐ Ultra Lights ☐ None

(check one) ☐ King ☐ 100 mm ☐ 120 mm

(check one) ☐ Soft Pack ☐ Box

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☐ Usually buy packs ☐ Usually buy cartons

Besides your usual, what other brand do you buy? _____

Of the last 10 times you bought cigarettes, how many times did you buy Camel? _____

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SGC-T4C-610	TOTAL		_____ + _____

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